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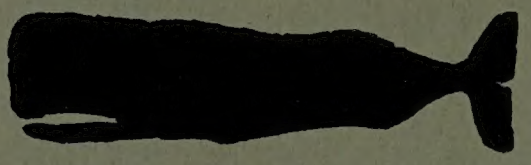

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Journal

-of a-

Whaling Voyage

to the

Atlantic & Pacific Oceans,

in the

Bark Lew Shell, of Warren, R. I.

Continued.

Nov. 2d.= Cloudy. Starboard watch ashore in the afternoon. Rained at intervals all day and night.

Nov. 3d.= Cloudy. Light baffling winds. 11 A. M. calm. Hove up our anchor, the pilot came aboard, and seven boats towed us out of the passage and the pilot left us. Shortly after we found that the ship was drifting towards a reef, and lowered two boats and towed till we got a light wind which freshened into a cracking breeze at sunset, heading about S. E by S. The man we took off Perouts island was left behind at his own request, and Capt. Martin shipped in his stead a man discharged from the ship Desdemona.

Nov. 4th= Light breeze, S. E by S. Wet hold. Broke out beef. Lat. 1. N. J.

Nov. 5th= Strong breeze. S. S. E. About 8 P. M. raised a large barque four points off our lee bow. Hauled up courses, set a light and run off to speak him. But finding that we were a whaleman he doused his lights and run. Had we been so disposed we could easily have caught him, as we sailed nearly two foot to his one. Mbe ⌐ J. Msok N, ∩ J

Nov. 6th.= Light wind. S. S. W. Carpenter at work on new davits. Bent new main topsail. S by E. Lat. 37 m. N. Mbe ∩ n, O. Msok N, n. J

Nov. 7th.= Light wind. S. 6½ A. M. raised a sail to leeward, and soon after discovered her to be whaling. Squared the yards and kept off for her. A few minutes more and we saw all her boat, also that she was trying out. About ½ past 9 we raised the whales, gallied, going eyes out to windward. We luffed [illegible]

the wind, down boats and after them. Chased them three hours and gave it up for a bad job. Tacked E.S.E. At work on davits and fore rigging. 4 P.M. squared the yards and run down to speak the stranger. At nearer approach showed her to be the Louisiana. They had taken two 30 bl. whales the previous Sunday Capt. Martin went aboard and took supper. Capt. Norton had flogged two of his crew since he left port; one for leaving the ship, the other for striking a Portuguese, the 2d mate. When we left her our ship lay nearly three miles off her lee quarter. They were braggying about their sailing, and we we told them by way of a comforter that we would be on their weather bow at sunrise. We came aboard and braced up sharp on a taught bowline, took a pull at tacks, sheets, and halyards and started for a race. Amb. on J, Mpoh N. C, F

Nov. 8th.= Stiff breeze E.S.E. At sunrise we looked for the Louisiana, and, as we predicted, saw her off our lee quarter hull down. After breakfast went to mending the old main topsail. 10 1/2 saw fin backs. Mbu. 20 J, Mpoh. 11 F.

Nov. 9th.= Light wind, S.S.E. 7 A.M. tacked, N.N.W. Mending old main topsail. Calm at noon. 2 P.M. sent down fore topsail and bent the one we had mended. Set it and sent down fore topgallant sail, and went to work on it. Calm through the night. Mbu. 1—6 J, 16 F. Mpoh. ~~N.~~

Nov. 10th.= Sunrise, light breeze, N. by E. Mending fore topgallant sail. 10 A.M. sent up fore topgallant sail. Calm. 4 P.M. light breeze, N.N.E. Coiled tarred larboard anchor. Mbu. 26 J, Mpoh. 16—6 F.

Nov. 11th.= Light wind. N.E. Broke out both sides of fore hold for a cask of bread, and a new spanker. Unshipped after starboard davit and fitted in a new one. Wet hold. 2 P.M. N.E. by N. Mbu. 11 J, Mpoh.

Nov. 12th.= Stiff breeze, N. E. by E., & N. E. by E. Tacked at sunset.
S. by W. Heavy squalls through the night.
Nov. 13th.= Parted fore topmast staysail sheet about 2 o'clock this morning in a squall, and before the sail could be hauled down the best part of it was blown to rags. At 8 A. M. furled fore topsail, as a large rip began to appear. Course S. W. 3 P. M. close hauled, S. by W. Rain through the night. Mon.—(J, Mpsh.)V. (F.)V. (F.
Nov. 14th.= Stiff breeze. Reefed topsails, foresail, jib and spanker out. Heading S. S. W. Bent new spanker. Mon.)—J, Mpsh.
Nov. 15th.= Fine weather, light wind. Took the starboard boat on deck and repaired it. Painted the larboard boat. Course S. S. W.
Nov. 16th.= Light breeze, S. by W. While eating breakfast this morning, whales were raised breaching right ahead. Discovered them to be of the sperm species, and cleared away the boats. We lowered after breakfast and the starboard boat succeeded in striking a small calf. He was an ugly customer, and in killing him he gave me a severe blow on the chin and shoulder which rendered my arm useless for the time. We commenced to cut him in after dinner, and had him on deck in 45 minutes. Made sail steering to the southward and Eastward. Started the try works. Mon. 1.—(J, Mpsh.)D.—) F.
Nov. 17th.= Fine weather. Tacked, N. by W. Finished trying out at 10 o'clock. Cleared up the decks. Washed decks at 4 P. M. Mon. 1—(J, Mpsh.)1—.V F.
Nov. 18th.= Fine weather. Saw fin backs. Tacked, S. S. E. Mending fore topmast staysail. Wet hold. Mon.)1(J, Mpsh.)1—.)(F.
Nov. 19th.= Fine weather, light wind. S. E. by S. Fell calm at noon, which continued till one o'clock next morning, when a light wind sprang up,—steering S. by W. Mon. (—J, Mpsh.)1—.)(F.

Nov. 20th.= Light wind, fine weather. S.S.E. Mending old topsail.
3 P.M. S.E. Mbu. 1.)1 J, Mpoh.)1—.)(F.
Nov. 21st.= Light wind, fine weather. Course S.E. 12 M. S.Ely.
Mending old topsail. Finished it at 2 P.M. and sent it up for=
ward, and put below the one we sent down. Squally through the
night. Mbu. C.( ) J, Mpoh.)1).1 F.
Nov. 22d.= Cloudy. Light wind. Struck and hauled in a porpoise
at daybreak. Steering S.W. Light baffling airs. Mbu.)1—) J, Mpoh.N.)(F.
Nov. 23d.= Light airs, baffling. Painting starboard boat. Carpenter
at work on an old davit that was taken out yesterday and repla=
ced by a new one. Fitted a storm staysail. Two of our crew had
a quarrel to-day. We were eating dinner on the forecastle.
During the disturbance one of the combattants struck his
adversary a blow with a handspike. The "old man" came on
deck, rushed forward and thus addressed the beligerants:—
"What dye mean by fighting? Haint I told you I'd have no
fighting here? I've a good mind to walk into the pair of
you, and show you how I can fight! I'm a horse, and
you better believe it! And you, you young buggar, I've a
good mind to put my fist under your lug. Let me catch
you taking a handspike to another man in this ship
and I'll see your back bone, you buggar." After delivering
himself of this short edict, his honor went to finish his
dinner. Sunset saw the island of Malanta off our lee quarter.
It is one of the Solomon Group, lying in the latitude of 8.30 S, and
East longitude . Tacked and stood off.
Nov. 24th— Strong breeze, Fine weather. Tacked and bore up for the,
land just visible off deck. About 2 o'clock we were about 4 miles from
the beach, but saw no signs of any thing living. In

a number of fires on the sides of the mountains smoke was seen issuing through the trees, which had before escaped notice. We braced forward and stood along the land, with no better success, and had filled away to clear the island, when the lookouts at the mast-head espied a canoe shooting out from under the land, containing four natives. We luffed up and came to with our maintopsail aback, and in a short time the natives were alongside. They and their canoe were unlike any thing we had seen before. The latter had no outrigger like those of the Navigator and the King's Mill Groups. The bow and stern were inlaid with shells, and either end terminated with a high, sharp prow. The natives were about of the medium size, and had it not been for the copper-colored complexion of their skin, I could not have distinguished them from genuine Africans. They all had the woolly head, flat nose, and thick lips of the negro. Their nose was inlaid with four pieces of pearl shell on each side. As they approached the ship they held their paddles, like a shield, before their heads, crying, "Matti-matti, matti-matti-matti," evidently afraid we would hurt them. After a little coaxing the came alongside. But we could find out neither head nor tail about the island, whether we could get any recruits from the island or not. On showing them a yam they cried "Ufe, ufe," and pointed to the island. Capt. M. endeavored to make them understand that he wanted plenty of them, and that they should

come off next day and he would trade with them. They then put off for the island. Presently another canoe came off, and one of the natives came aboard. All the wool was shaved from his head except a narrow strip across his crown, from ear to ear. Like the rest his teeth were stained black; he seemed not to be content with what nature had furnished him, for in addition to those he had in his head, he wore a necklace of the same around his neck. They brought off a few yams, and received a piece of cloth in exchange. Our captain told them the same story as the others, and at sunset they left for the shore. We shortened sail and lay off and on till daybreak next morning. Mu. J. C. J. Mpsh. D. D. C. F.

Nov. 25th.= This morning, at daybreak, we found ourselves beaten a good ten miles from the land. About 9 o'clock a light breeze came up and all sail was made to work up to the island. About 2 P.M. a canoe came alongside with a few cocoa nuts. Shortly after 8 or 10 more came off. They brought off a small quantity of taro and cocoa nuts, and received in return some pieces of old iron hoop. Dlyngbyo ol. cfvhis tfwfslm met fg wpswpjtfy tifmnn, gps ~~xfjd~~ xijdi if hbuf tfnf pme ippfy, bve xpwme bmmpx op pof sfs isbef evn ijntfmy. In all we got about one barrel of taro and a hundred cocoa-nuts, and we are probably doomed to endure salt junk and hard bread for the rest of the cruise. I have learned since we left Strong's island that the expenses of the ship while she lay there was 40 dollars, including pilotage, blacksmithing, and filling the ship with wood and water. The remainder went to recruit the ship's company after an arduous cruise of over eight months.

the title as he was going to get plenty when we went out at the nearest practicable point. This is probably the spot, and these are probably the recruits for 25 men 5 months.
At sundown we braced forward. steering S.E., bound, I think, to New Zealand. Set sea watches. Rained very heavy during the night. Mod. No obs.
Nov. 26th.- Light breeze, fine weather S.E. by S. Calm the greater part of the day. Malanta was in sight all day, also a small island to the southward and Eastward of it. A light breeze through the night heading E. N.E. Mod. (.—) J, M. prob.)\ ).|(F.
Nov. 27th.- Light breeze, E. N. E. 9 A. M. strong breeze. Furled fore top-gallant sail and fly jib. Mod. (.—) J,)V.(F.
Nov. 28th.- Cloudy. Light variable wind, heading about S.S.E. to S.W. 2 P.M. saw the island of ~~Sam Christoval~~ Cristobal 4 pts. off lee bow. 7 P.M. N.N.E. Tacked in the middle watch, N.E. by E. Wind coming in squalls from all points of the compass. Mod. (.)| J, M. prob.)V.(J.
29th.- 7 A.M. S. and S. by W. Soon Squally. S.E. Strong ; Squalls all day from the northward, with a great deal of rain.
Nov. 30th.- Squally, with rain. Course S.E. We have had more trouble with the old man about beef. He swore we had ate a barrel of beef and a barrel of pork in five days, and he'd be d—d if he'd stand it. We told him, as we have done before, that if our rations were weighed out to us we should not grumble; consequently, this morning we began to receive our rations of one pound and a half of meat per day for each man. When the ship left home she was fitted for a forty months' voyage, as whalemen

generally are fitted. In Strong's island we took the beef on
shore and covered it. We were 22 months out and we had
more than half the beef we brought from home. Still
the old man swears that we are a set of "bloody hogs," or else
we have cast-iron digestive works. He makes no allowance
when we have plenty of yams and hogs aboard, but thinks
that so much is so much and no more. In short, he xjmm
hopx nfbmfs furoz ebz ujmm xf hfu b xibmf. Lat. 10.25 S., long.
Mpoh. DVI. (1. F.
Dec. 1st.= Squally. Plenty of rain. Course S.E. by S. Light wind through
the night, heading about S. by E.
Dec. 2d.= About daybreak this morning a heavy black cloud bore
down upon us from the windward, and shortly afterwards we were
visited by the heaviest thunder storm I have ever witnessed.
So heavy did the rain fall that our scuppers could not clear
what fell on deck. The claps of thunder were really deafening,
and the lightning was playing all over the ship. Three of us
were standing together under a rack of cutting spades, when a
flash came aboard, accompanied by a report like the explosion
of a percussion cap, close to our heads, almost blinding us. It
rained very heavy till 10 A. M. Heading S. Lat. ~~15.06~~ DV.10 S., long.
Dec. 3d.= Fine weather, fresh breeze; course S. Fine moonlight night,
every thing wet. Lat. DC.-1 S., long. DV. (1.6.
Dec. 4th.= Fresh breeze, fine weather. S. by W. Lat. 18.12 S., Long. DD. (1 6.
Dec. 5th.= Light wind, fine weather. S. S. W. On soundings at 10 A. M.
11 A. M. saw a long line breakers ahead, extending four points
on our lee bow, probably a hidden reef. Tacked, = N. E. Painting
sail, scraping deck-rigs, and repairing rigging. 4 P. M. Tacked =

S.E.E. 7 P.M. tacked=N.N.E. Lat. L.—1 S., ~~Long. 161. 41~~ E. Long. 1L. 1D E.

Dec. 6th.= Mjhin Xjoe, gjof xfb-wifs. Ubdlfe wift npoejoh bo pof fjdlnpdb= F. cz X. Jdsb-ejoh efbe fzft boe xpsdjoh po wif sjhhjoh. Mjhin xjoe wispoti wif ojhin, F. cz X. Lat. L. (1 S., long. 1D.—1 E.

Dec. 7th.= Very light airs, beautiful weather. Painting yards and tops fore and aft. Varnishing dead eyes and stanchions, and coal-tarring chains. Lat. 21.28 S., long. 1L—11 E. Heading E. byS. Painted the bulwarks be-aft the main mast. Calm during the afternoon. Light breze at 9 P.M. very baffling. Tacked a number of times through the night.

Dec. 8th.= Squally. Closed in a strong breeze. 7 A.M. furled t'gallant sails, and mizzen topmast stays'l. Heading E. Scrubbed the bulwarks on larboard side from the mainmast to the knight-heads, prior to painting.

There is a great many opinions on board in regard to what success we are to have the ensuing season on the New Zealand ground. The captain and mate have not much faith in it, while it is a favorite ground with the 2d mate. The crew, to a man, are in favor of New Zealand, for a great many reasons. The weather is cool and bracing, and every body feels more like working than under a burning sun on the line. And when we turn in we can go to sleep, while on the line we were swenting and tossing about, and generally got asleep just before the watch was called to go on deck. Again, on New Zealand, there is a better sight to get oil, although you do not see whales as often as on the line. In the former case the whales are large, averaging, generally, from 40 to 100 bls, and in good weather oil is taken care of very quick and easy. On the line

it is almost impossible to get fast to a whale if he is going to windward. There is a three and four knot current running there and whales that are raised to windward generally go clear unless they are going to leeward, in which case the ship can work to windward of them before she lowers her boats; and then it is not always a sure thing. The line whales are mostly cows and calves, making from 10 to 30 bls. When we we cruising off New Nantucket we took five whales which made us 100 bls. We could have taken 300 bls. bls. on Japan or New Zealand with less than half the trouble. Another reason we have is that scarcely a day passes that you do not see one or more ships, many of which are just from home. Last season we took but 100 bls. But it was the first time that Capt. M. had cruised in that vicinity, which added to the circumstance of going into port in the best part of the season, during which time nearly every ship on the ground had taken oil, explains the mystery at once.

Turned the waist boat on the cranes and gave it a coat of paint. Mdn 32.52 J. Upoh. Heading E. by N.

Cfd. 9ui.= Ellyhin csffsf, gjof afbuifs. Ubdffe jo uif npsojoh xbudi. Fcz J. 22. C, J.J.K. Kf tipime ibvf effo ju pvs dsvjtjoh hspvoe cou yfs uif dpotvbou ifbe ojoet of ibvf hbsl tjoef mfbvjoh uif mjof. Je djsdvntubodft gfsnju, ju it uif jo ufo njpo py uif dbz ebji up upotdi bu Opsgpmj jtimboe gps sfolsjut. Kfu impe. Ifbejoh nspsuh uif ojhjo bcptu J.J.K. [Lat. 22.51 N. Long. 161.046.—Dec. 10th.]

Dec. 10th.= Beautiful weather, light wind, but clear ahead, as usual. Tacked at 8 A.M. heading E. by S., which is a little nearer our course. Tacked at 5 P.M.=P.M. Very strong breeze through the night.

Furled topgallant sails and fly jib, and reefed fore topsail.
Dec. 11th.= Very strong breze. Clear weather. Wind dead ahead. Heading E. N. by E. 6 A.M. reefed main topsail. 10 A.M. furled mainsail, jib and spanker. 2 P.M. wind lulled, and weather moderated some, heading S. by E. Set jib and spanker. Lat. 23.34 S., long. 160.30 E. 7 P.M. set mainsail. 9 P.M. ruf out of main topsail.
Dec. 12th.= Clear weather, strong breze. S. by E. 10 A.M. light wind, S.E. by S. Made all sail. Varnished quarter deck stanchions, painted plank-shear and house on the same. Commenced, painting plank-shear on main deck. Lat. 25 S., long. 160 W. E. 7 P.M. tacked = E. by S.

Dec. 13th.= Calm. Painting plankshear, bulwarks, &c, on main deck. 10 A.M. light breze = E. Lat. 25.54 S., long. 160.10 E. 2 P.M. fair wind, course E.S.E. Light breze all night.
Dec. 14th.= Light breze. S.E. Coal-tarring iron work. Made tarpaulin for mizen hatch. Sunset, strong breze; furled topgallant sails, gaff-topsail and fly jib. S.E. by S. Squally, with heavy sea through the night.
Dec. 15th.= Fine weather, fresh breze. S.E. by E. Set main topgallant sail. 12 M. S.E. About 8 A.M. the 2d mate sung out from the mast-head for a large whale right under the bow. We hauled the main topsail aback, put the line tubs in the boats, and awaited till he should again appear. After laying to an hour and seeing nothing of him we braced forward, with the conclusion that it was a bone shark. They have a square head, like a sperm whale, and grow to an enormous size. Lat. 25. 25 S., long. 162.01 E. 2 P.M. set fly jib and gaff-topsail. E.S.E. 6 P.M. wind

increased; heavy sea on; furled main topgallant sail at 7.
Reefed fore topsail in the middle watch. E. by S. through the night.
Dec. 16th.— Clear, cool weather, but rather rugged. E. by S. Weather more
moderate at 8 A. M. Reef out of fore topsail. 9 A. M. shifted top=
gallant sails. The one forward not having been used so much
as the after one, being much the best. 10 A. M. set main top=
gallant sail. 3 P. M. set fly jib, guff topsail and mizzen topmast
staysail. Lat. 29.46 S., long. 164.21 E. Wet holid. 7 P. M. furled fly jib.
Dec. 17th.= Hazy. Fair wind; course E. by S. All sail out. Lat. 30.46 S.,
long. 167 E. 3 P. M. calm. 8 P. M. light fair wind, course E. by S.
Dec. 18th.= Fine weather, light wind. Broke out starboard side of
fore hold to shift water=an all-day jib. Course=E. by S. Opened a
cask of bread. Lat. 31.28 S., long. 169.04 E.
Dec. 19th.= Fine clear weather. Mending forsail. Lat. 32.28 S., long. 170.34 E.
At 5 P. M. two small pieces of blubber were seen, looking quite fresh,
and a half hour later a large school of sperm whales were raised
three points off our lee bow about three miles off. It was almost calm,
and having no time to lose, we lowered immediately and gave
chase. We followed them till sundown, without success, then came
aboard, shortened sail and set boats crew watches, commencing
our second cruise on New Zealand. The "Three Kings" was distant
120 miles at 3 P. M.
Dec. 20th.= Strong breeze, with symptoms of an approaching gale.
Heading W. by N. Set main topgallant sail, jib and spanker. 6 A. M.
A. M. wind increased; furled main topgallant sail, jib, and
spanker. Wind increasing steadily. Wore round on the other tack
heading E. & E. 8 A. M. under a ~~close~~-reefed main topsail & fore
topmast staysail. Blowing a moderate gale. N. N. W.—W.

Dec. 21st. The gale abated. Made sail. Steady steering. Steering E. by N. Lat. 32.11 S., Long. 172.03. Tacked at sunset, bearing S.W.

Dec. 22d. = Fine weather. S.W. by W. Sent down the spanker gaff to mend it. 10 A.M. tacked ship, S.E. by E. Set up lee fore rigging. Repaired the after davit to the larboard boat. Saw two sail during the day. They were schooners, probably New Zealand coasters. At 4 P.M. a dead whale was raised about a mile to windward. A nearer approach proved it to be a sperm whale. The mate lowered a boat and made fast to him, and at sunset we had him cut in. There were several lance holes in him, but no irons. He was considerably blasted and smelt very bad while we were cutting him in. Set thy watches; the watch on deck cutting up blubber and started the works. Tryed out the body during the night. Mbw a.x J. Mpoh N. a. Jo

Dec. 23d. — Strong breeze, fine weather. Cut up the head, bailed the case. At 9 o'clock the starb. watch went below. 3 P.M. raised a large ship off our weather beam, steering W.S.W. 4 P.M. finished trying out = turned up 22 bs. Cleaned ship till supper time.

Dec. 24th. = Cloudy. Strong breeze. Wet hold. 12 M. fine weather. Made sail. Course E. by N. Lat. 32.17 S., Long. 173.45 E.

Dec. 25th.= Fine weather, light airs. Broke out the fore hold, under the hatches, and stowed down 20 bls. of oil. Set up starboard main rigging. Rove new main braces, and rove the old ones for fore topsail braces. Broke out a cask of stores. Course E. by N. Lat. 32.45 S., long 175. 20 E. Calm through the night.

Dec. 26th.= Fine weather, light airs. Mending mainsail. Set up the starboard main shrouds, & topmast and topgallant backstays. Very light airs through the night. Course, E. N. E. Long 176.04 E.

Dec. 27th.= Fine weather, light breze. Finished mending the mainsail, and bent it at 10 ct. A.M. Set up main topmast shrouds. Light airs through the day. Sent down new main topsail and bent on old one. Long. ~~176.52~~ E. Lat. 31.—0 S., long. 177.—1 E.

Dec. 28th.= Calm. 3 P.M. light breze from the Eastward. dead ahead. Bound to Sunday island. Set up mizzen topmast and topgallant stays, &c. Lat. 0.10 S., long. 177. 0.6.

Dec. 29th.= Strong breze. 8 A.M. sail in our weather bow. 9 A.M. another sail in our weather bow. Working up to Sout island with a head wind. At 10 A.M. we backed our main yard and the ship Chas. W. Morgan, of New Bedford, run down and spoke us. They were from the Ochotsk Sea, via Sandwich Islands, 15 mos. out, with 800 whale, and 50 sperm. They reported the ship to windward as the Kingfisher, (Sipper) of New Bedford, last from the Ochotsk, with 1400 whale, 15 mos. out. A boat put her captain aboard of us, and both ships braced full, the K. being 12 miles distant off our weather bow. We were astonished to see with what ease the Morgan kept along with us. It was plain to see, that in the ensuing contest with the K. we were about to lose those laurels we had enjoyed for the last two years. The Sea Shell was built to sail six inches by the stern, but to the best of my knowledge

she has not been in that condition but twice this voyage viz- on leaving Warren, and in the trial with the Sea Gull. On leaving Stonington she was over 12 inches by the stern, and taking water out of the fore hold and putting oil in its stead has increased it a trifle more.

At 2 P.M. the King-fisher steamer came alongside at the invitation of Capt. Martin. Both ships being sixty, about, braced forward and backwards by, and in one hour she was brought on our weather bow, one mile off. At 4 o'clock she had increased the distance to nearly three miles. Our officers then discovered the fault, and proceeded to remedy the evil. A tackle was put up over the after hatch, and water and heavy provisions to the amount of three tons were rowed out and rolled as far forward as we could get it. Bearings of the two ships were then taken and the result quickly seen. In a half hour we drew our adversary aft two points. But it was of no avail. At that rate we could not recover our lost ground before sunset, when the contest must be decided. We were vanquished, and very little to a greater victory than we achieved over the Sea Gull.

At sunset another sail was seen off our starboard bow. At 10 P.M. we parted company with the steamer and

King-fishes, they keeping off for Chicago-wani, and we bound to the Eastward. Long. 178.05 E. Lat. 1). 00 S.

Dec. 30th— Very light airs. Clear weather. At daylight we saw a stranger hull up off our weather bow. Exchanged signals with her at 9 o'clock. She showed a white "D. W." on it— probably the Daniel Webster, of Charlestown.

Dec. 31st— Calm, and light airs. The D. W. went out of sight to leeward this forenoon. Heading E. S. E. Sunset, light breeze. Lat. 1. 00 S.

1855.

Jan. 1st— Cloudy, with rain. Strong breeze. Steering N. by W.
The two years that have passed since we left the States has seemed to me to be equal to an ordinary life-time. But to look forward and know that still another year, and more, is before us, to be passed in the same monotonous way, it is enough to give a poor devil like me, who has seen some of the ups and downs of this world, a mortal antipathy to whaling generally, if not to the sea particularly. It is my humble opinion that any one who can obtain an honest livelihood ashore, should not seek to better his condition by becoming a sailor, for in nine cases in ten he will fail. Whatever others may say to the contrary the life of a seaman before the mast is a dog's life, and on my part I have seen no officer whose station I envied, although some of them think as much of their billet, as if they were Lord High Admiral.
At 10 o'clock it was blowing a gale. Lay to under a close-reefed main topsail and fore topmast staysail. 3 P.M. wore round on the larboard tack. 4 P.M. set main staysail. Blowing very hard; heavy sea on. Steering N.E.
Jan. 2d— Gale abated. Wore ship. Very heavy swell, and cloudy. Strong breeze. 9 o'clock set fore topsail. Squared the yards, course N.E. by N. Lat. 32.30 S. 1 A.M. N.N.E. Furled fore topsail at sunset. Broke out box of tobacco. Sunset, furled fore topsail. Long. 178.54 E.
Jan. 3d— Fresh breeze. Course N.E. by N. Made all sail. Set new head lights into the forecastle deck. Put main staysail below. Lat. 30.38 S. Long. 179.41 W. Our 2d mate finished making a log to-day, and

at 4 o'clock it was here, blowing 7½ knots.

Jan. 4th.— Cloudy. Strong breze from the Eastward. Steering N. N. E. Under reefed topsails, courses, jib and spanker. 7 A. M. furled the mainsail. 9 A. M. furled jib, spanker & fore topsail. 3 P. M. wore round on the other tack, and close-reefed the main topsail and furled foresail. Steering S. E. by S. Blowing a gale. About 3 P. M. a school of sperm whales were raised not a half-mile off, but we did not trouble them. In fact the boats would have swamped alongside.

Jan. 5th.— Blowing heavy all day. Heavy sea running. Lat. 30 S. long.

Jan. 6th.— Gale unabated. Set main staysail after dinner. 30 S., 174.01 W.

Jan. 7th.= Gale unabated, and no signs of its abatement. 3 P. M. set the foresail. Furled it at sunset. Lat. 30.30 S., long. 174.36 W.

Jan. 8th.= Weather moderated. 6 A. M. set foresail. Wore ship at 7 o'clock. Steering N. N. E. 5 P. M. furled foresail. Wore ship at sunset. S. E. by S. Blowing very hard. Lat. 30.57 S., long. 174.38 W.

Jan. 9th.= No change in the weather. Very heavy sea running. Wore ship at 6 A. M. Lat. 30.44 S., long. 174.45 W.

Jan. 10th.= Weather moderated. Showers. night. Set the foresail in the middle watch. Lat. 30.56 S. 174.21 W.

Jan. 11th.= Cloudy. Strong breze. Showers. Reefed topsails, fore sail, jib, spanker & main staysail out. Broke out cutter & nice. Wet hold. 6 P. M. raised a sail on the weather quarter. Steering through the day N. E. by E. Lat. 29.50 S., long. 174.21 W.

Jan. 12th.— Clear weather. Strong breze. N. E. Sail on our weather beam.

We took some ballast out of the run, and stowed it in the fore peak. The effect was soon perceived. We had been gradually working up to windward but drew the strong aft scarcely any. Just after dinner we turned to and shifted some ballast from the run to the fore peak, and at 4 P.

M. she was in our wake 10 miles astern. We tacked and run down to her. It was the Jno. A. Robb of Fairhaven, Capt. Skinner, 15 mos. out, with 130 sperm. They had seen sperm whales nine times this season, five of which it was blowing a gale of wind. At two oclock, by observation we were in the latitude and longitude of Sunday island. From Capt. Skinner we learned that we were about 50 miles out of our reckoning. Braced forward on the other tack at sunset, heading S. Lat. 29.24 S, long. 178.10 W.

Jan. 13th.— Strong breeze. Fine weather. The Robb just in sight from the mast-head, four points off our lee bow. Tacked — N.E. by E. 9 P.M. raised Sunday island 4 points off weather bow. 1 P.M. lost sight to leeward. 11 A.M. tacked heading S. by W. Raised Grant island 4 points off weather bow. Sunset, tacked — N. N. E.

Jan. 14th.— Fresh breeze, fine weather. Main topgallant sail out. Tacked S. Sunday island off weather quarter. Two sail in sight to leeward. 4 A.M. furled main topgallant sail & reef-d main topsail. Strong breeze. 10 A.M. tacked — N.E. 2 oclock reefed fore topsail. 5 P.M. tacked — South. Lat.

Jan. 15th.— Fine weather, fresh breeze. Tacked — N. N. E. Broke out after hatch and got out flour, beef, pork, hams, and water. 12 M. Sunday island right ahead, distant 15 miles. 1 P.M. sail two pts forward of lee beam. 2 P.M. hove to under the lee of Sunday island, about 4 miles from the shore. The mate went ashore in the starboard boat to procure a supply of recruits. We pulled in and landed on a smooth sand beach. The island rises abruptly to the height of 2000 feet; it is thickly covered with trees and shrubs; has no harbor, and a landing can only be effected with safety during an east-wind. On landing we saw a flag flying from a staff that puz-

gled me to find what nation it represented. It had horizontal red and white stripes, like our own, with a blue union, having a single white star in the centre, and was probably the idea of the owner, who is an American — one of those restless spirits that can be found wherever grass grows and water runs. He has been here about six years. He is married to a native of one of the South Sea islands and has quite a family of children. These, together with his wife's sister and a Kanaka, are the sole inhabitants of the island. They raise a considerable amount of produce which is readily disposed of at a good price to the numerous whalers that cruise in this vicinity. We found that, after a short consultation, we had arrived too too late. Other ships had been there before us and taken everything. But, rather than let us go off empty-handed, he let us have two barrels of onions, a barrel of potatoes, 50 squashes, and a few bunches of bananas, for which he received 15 dollars. We put them in the boat and started for the ship, which was lying about three miles off with her main topsail aback, where we arrived about 5 P.M. Braced forward heading South.

Jan. 16th. — Light breeze, fine weather. Main topgallant sail out. Wet holystone. 9 A.M. sail on our weather bow. Saw Gout island and Curtis's rocks during the day. This forenoon the 2d mate struck some casks of water that we had hoisted out of the after hold a few days ago and rolled them forward. Previous to this the log was hove and reeled off 6 5/8ths knots. After the water was shifted it was hove again, showing 8 knots; it easily accounts for the sorry defeat we experienced in our late trial with the Piney-fisher.

Sunset— tacked ship, heading E. N. E.

Jan. 17th.— Fine weather, fresh breeze. Main topgallant sail out. Heading N. E. 5 P. M. the ship Lexington, of Nantucket, spoke us. She was from the Ochotsk Sea, via Sandwich Islands, with 290 sperm, and 1000 whale. Capt. Martin went aboard and returned at 8 o'clock. Braced forward— N. E.

Jan. 18th.— Fine weather, strong breeze. Sunday island in sight off weather bow. The Lexington passed about a mile to leeward of us at 11 o'clock. 2 P. M. Goat island 4 pts off lee bow. Sail two points off lee bow. 4 P. M. two sail to leeward. Ran off to speak them, but being nine miles off at sunset we luffed up on the wind heading S. W. by S.

Jan. 19th.— Fresh breeze, fine weather. S. W. by S. Main topgallant sail out. Goat island astern, Curtis' rocks off weather quarter. A ship and barque off lee quarter. Tacked at 8 A. M. & P. M. spoke the ship Norman, of Nantucket, 1000 sperm, bound home, and the barque Martha, of New Bedford, Capt. Smith, 8 months out, via Cape of Good Hope, clean.

Jan. 20th.— Fine weather, strong breeze. Both ships to leeward. Ran off to leeward of Goat island and hauled our wind. S. W. by W. Saw four more ships working to the Eastward. At 2 P. M. a school of sperm whales were raised 2 pts off the lee bow. Before we lowered our boats our manoeuvring was discovered by a strange ship 10 miles off our lee quarter, who immediately tacked and came down with every thing out, and dispatched her boats. Our waist boat was the first boat fast. They struck a large 80 bl. whale, that sounded and took out nearly all their line, together with that of the larboard boat. Leaving

those boats to take care of that whale, our boat started off to leeward, after the school, closely followed by one of the stranger's boats. In a short time we were close to the whales. By having one more sail than us and a fresh crew, the strange boat gained considerable. When not more than eight fathoms off they shoved in ahead of us, and were about to take our chance. We dropped paddles and jumped to our oars; the whales were galled, and went down just out of darting distance. Both boats hove up, and the mate of the other boat looking as black as a thunder-cloud, sung out "What boat-yare does that boat belong to?" "The Sea Shell," was the reply. "Well," said he, "if you hadn't taken your oars, one of us might have got a a whale." We had no more talk, for seeing a signal to come to windward we went about and worked up to the other boats and found only one of them fast to the whale, with but one iron in him. He was running like a racer; the sun was fast sinking, and the prospect of saving him was slim, unless another boat soon got fast. We set sails and took oars, but it was unavailing; the waist boat got nearly up to him ## when their only iron drew and the whale was lost. He went to windward with lightning speed, and was soon out of sight. The sun sank and we went aboard, shortened sail, heading East.

Jan. 21st.— Fine weather, fresh breze. Tacked— S. W. by S. Stranger off lee quarter. Reefed topsails. Sunset— tacked N. N. E.

Jan. 22d.— Fine weather, light breze. Main topgallant sail out Tacked— S. S. W. Sail on the weather beam.

Jan. 23d.— Light breze. Fine weather. All sail out. Broke

out keep. Sail to windward, with painted ports, showing a white and blue signal. Wind S.E. Close-hauled. Sighted Sout island & Curtis's rocks.

Jan. 24th.— Fine weather. Wind S.E. Ship with painted ports four miles off our lee beam. Off French Rock. 2 P.M. raised the Norman ahead standing towards us. Painted the fore and main masts and spanker boom. 5 P.M. the N. lowered a boat and her captain came aboard of us. About the same time we raised an object off the weather beam that looked very much like a dead whale. It was five miles off, and Capt. M. sent the 3d mate in the starboard boat to see what it was. We got there just as the sun was sinking and as was surmised, it was a whale, but minus of that important article—his blubber. It was a very large carcass, apparently three or four days old. When we got back to the ship we found the N's boat alongside. They had seen whales 21 times on Japan after we left, and during that time had taken 125 bls. of oil. While they lay in port, (Maui,) the ship Matthew, of Fairhaven, arrived from a cruise in the Japan Sea, with only one man on duty before the mast. Five had died at sea, of that scourge of the sailor, the scurvy, and all the rest of the crew, with one exception, were down with that fell disease. The U.S. Consul at Maui boarded the ship on her arrival and had the sick men, 13 in number, conveyed to the hospital. He afterwards gave them all their discharge, and told the captain he would give him six weeks to ship another crew. If he failed to do this he would send the ship home in charge of the mate. The Normans people left at 8 o'clock.

Light breeze through the night.

Jan. 25th.— Cloudy. Wind S. W. Main topgallant sail out. Heading S. S. E. French rock a point off weather bow. Wind very baffling. The Norman and a stranger in sight. 8 A. M. clear weather. 10 A. M. saw the Norman set her signal, haul up the weather clew of her foresail, and luff sharp on the wind. We took this signal for us— meaning whales to windward. They had been raised early in the morning by the ship to leeward of the A. and we soon saw her boats full 10 miles to windward of the ship. We saw nothing of whales till noon, when spouts were seen on the weather bow. We saw them but once and could not tell what they were.

Jan. 26th.— Cloudy. Strong reef topsail breeze. Sail to leeward. Tacked and run off S. E. 2 P. M. spoke the barque Com. Preble, of Lynn, 15 mos. out, 100 sperm 100 whale, from the Arctic Ocean.

Jan. 27th.— Cloudy. Strong breeze. Preble in sight to leeward. Curtis in sight. Wind S. E. Steering W. 9 A. M. light breeze— every thing out. Mending the jib. 2 P. M. handed on the wind. Curtis and Gout island in sight. Two barques off lee quarter. Light airs. Wet hold.

Jan.— 28th.— Fine weather, light breeze. French rock off the weather beam. Wind E. 5 P. M. spoke the Lexington. They had taken 70 bls.

Jan. 29th.— Cloudy. Strong breeze. Gout island to windward. Lexington off weather quarter. Wind E. Saw Sunday island. Calm through the night.

Jan. 30th.— Cloudy. Calm. Barometer falling for a gale. Painted the mizzen mast. Sunset— strong breeze. Saw two ships off the lee beam. By midnight it was blowing a gale from the Eastward, and we were laying to under a close-reefed main top-sail and fore topmast staysail. Plenty of rain.

Jan. 31st.— Blowing a gale. Rain. Set main staysail. The wind hauled round to the Northward & Westward, and moderated towards night. Saw Goat island off the lee beam. Rained considerable through the night.

Feb. 1st.— Fine weather. Wind E. Heavy swell on. Made sail. Goat island off weather quarter.

Feb. 2d.— Wind E. Fine light weather. Every thing out. Goat island and Curtis rocks in sight to windward. Broke out the after hold for molasses, bisk, beef, pork, and flour. Sunset— two ships bound on our weather beam, apparently gamming.

Feb. 3d.— Fine weather, light breeze. Two sail in sight. Goat island and Curtis rocks to windward. Saw black fish— a good sign. 2 P M. spoke the Martha. They had been fast to a whale since we last saw them; the iron drew and they lost him.

Feb. 4th.— Fine weather, light wind, from E. Saw the Martha and an unknown barque to leeward. 12 M off Sunday island. Kept off N. by E. Gammed with the Martha after supper.

Feb. 5th.— Fine weather, light wind. Off Sunday island. Wet hold and broke out a cask of bread.

Feb. 6th.— Fine weather, light breeze. Off Sunday island. Wind N. E. Kept off S. S. W. About 10 o'clock a sail was raised

off our lee bow. About the same time a signal was discovered at her mast-head showing that she was whaling. We were full 15 miles off, but we knew there was nothing like trying. We made all sail and kept off. The John A. Robb was hull down on our weather beam, and seeing us make sail and keep off, followed suit. At 1 o'clock we saw the stranger's boats down. They had killed a large whale and left one boat to lay by him. The other boats went aboard, when they braced forward and started after the school. Our sight now was as good as theirs. In an hour two large whales came up not four ships lengths off. Both ships hauled aback and lowered their boats. We were the weather ship, consequently we had the best chance. Our larboard boat got the run of one whale under mate and kept right over him till he came to the surface, when the boatsteerer planted two irons in him, one of which entered his life setting him spouting blood. Both of the other boats came up, and in 15 minutes from the time we lowered we had six irons in him. The John A. Robb came up just in time to witness his death struggle, but had no chance to grease their irons. When we got the whale alongside it was blowing fresh. We got a fluke-chain fast to him and made a hawser fast to it, determined, in the event of a gale, to haul it to the last. Our barometer was very low; there was 4 or 5 dollars along-

sink, and the old man vowed that should he save that whale he would give the first poor woman he saw twenty dollars. I believe that woman's good genius heard that declaration, for it soon lulled, and by midnight it was almost a calm.

Feb. 7th.— Cloudy. Light breeze. All hands turned to at daybreak and got up the cutting falls and commenced to cut in the whale. Every thing went smooth, and by sunset we had him on deck. Got supper, the watch went below, while the other watch commenced cutting up blubber and started the fires. Sout and Sunday islands in sight.

Feb. 8th.— Fine light weather. Trying out. 9 A. M. exchanged signals with a ship showing a red, white and blue flag. About 4 o'clock her captain boarded us. It was the ship Barclay, of Nantucket; 30 mos. out; with 700 sperm. She was leaking 4000 strokes per day, and was bound to Otaheita to heave out and repair.

Feb. 9th.— Calm. Trying out. Saw the ship that we were whaling with trying out to leeward. The Barclay in sight.

Feb. 10th.— Light breeze. Finished trying out before daybreak. 6 A. M. we saw the stranger's boats down. The Barclay lowered her boats soon after. One of the stranger's boats had turned up a 70 bl. whale, while the others kept on after the school. We kept our boats aboard, and passed the stranger, whom we discovered to be the Ocean, of New Bedford, and got ahead of all the boats, then hauled aback and lowered away. We chased the whales till one o'clock when the old man called

us aboard. The whales had gone to windward, and a ship hove in sight off our weather bow, and lowered for them. We got dinner and our watch went below. I had just got into a doze, when I was roused by three knocks on the scuttle accompanied by:- "Starboard watch ahoy; stand by the boats." I turned out, wishing all whales in a very warm place. Going on deck I found the whales were going to leeward which somewhat consoled me. The ship to windward had taken one of them. We lowered away - up sails and after them. There was about a dozen of them, all in a row spouting as regular as a clock. They were very large, either of which had a back large enough to dance a fore and after on it. Our waist boat had the first chance at them. They got within a half ships length when all but the largest pitched and went down. In another minute he had two irons in him. The mate's boat came up to him, but the first iron the boatsteerer gave him he slewed round and seized the boat with his jaw and crushed it to splinters. The crew jumped overboard and were picked up by the starboard boat that was close by. The waist boat then headed up to him and gave him a lance, and was about to repeat it, when he turned and served them as he did the others. We picked up all of them but **two**, who saved themselves by getting on the bottom of their boat. There was 16 men in our boat, and it was almost impossible to work the oars. The whale began to come slowly towards us, but we managed to keep out of his way. The old man saw the accident from the ship

and come down under <u>two</u> <u>topsails</u> to our assistance. We got aboard and launched another boat to have another dash at him. Two boats then started for him = one to attack, and the other to stand by in case of accident. We first took the two men from the stoven boat and then lay on to the whale. The mate was in the head of the boat, and the 3d mate steered her. The whale lay like a log, but but stirred himself on hearing the rollicking of our oars. We took the two men off the stoven boat, then pulled up to the whale and gave him a bomb lance. He turned and came towards us, but we were too quick for him. After reloading the gun we worked up to him a second time and gave him a second dose. This lance hurt him badly. We were about to pull up and fasten to him when we saw a signal from the ship to come aboard. It was nearly dark and all hands turned to and got in our stoven boats, and saved what oars and craft we could find floating around. The whale carried off three lines which almost broke the old mans heart. This is the only whale that has got the best of us this voyage, and had it not been so late in the day we should have vanquished him.

Feb. 11th.— Strong breeze. Off Sunday is Laid. Mending the waist boat. 9 A. M. passed the ship Lancaster, cutting in a whale. They were 6 mos. from home, and three days from the Bay of Islands. Our mate went aboard to buy a boat, without success. The crew being just from home had a great many questions to ask. On finding that we had two boats stove yesterday, they wanted to know

the particulars. We told them that a whale showed them up. They looked very blank, and wanted to leave for the Arctic immediately. We got a few potatoes and some late papers from them. At 11 o'clock we spoke the Ocean. They were 19 mos out with 1200 sperm. They let us have a few oars, but could spare no boat. At 5 5 o'clock the Martha came down and hauled to about half a mile to windward of us. Her captain came aboard, and seeing how we was situated sold Capt. M. a boat. One of their boats capsized yesterday while chasing whales, but nobody was hurt. Our 2d mate went off and got the boat Capt. M. had bought, and it was hoisted in on deck. Braced forward at 8 P. M.

Feb. 12th.— Strong breeze. Foggy weather. Passed a ship showing a red and white flag. Broke out fresh hold and stowed down 78 bls of oil.

Feb. 13th.— Cloudy. Strong breeze. Raining. Wet hold. Sunset, blowing a gale from the N.E.

Feb. 14th.— No change in the weather. Rained at intervals all day. Washed ship. Set main staysail.

Feb. 15th.— No change in weather. Unbent foresail, mended and set it.

Feb. 16th.— Weather moderated some. Set jib and single reefed fore topsail. Off Sunday island.

Feb. 17th.— Strong double reefed topsail breeze. Very rugged.

Feb. 18th.— do do do do

Feb. 19th.— Strong reefed topsail breeze. Off Sunday island. Sail off lee beam. Broke out butter, flour,

beef, pork, vineyar and water. 1 P. M. parted fore top-sail.

Feb. 20th.— Fresh breze. Rugged. 7 A. M. spoke the Jas. Arnold, and at 9 the Elizabeth. The former was 20 mos. out with 1000 bls. sperm, the latter 40 mos. with 2100 sperm. All the skippers went aboard of the Arnold, the mates aboard of us, and the 2d mates to the E. We were mates in case whales were seen. After dinner the E. rose whales, she being 10 miles to windward She got a large whale turned up by the time we got up. The A. and us lowered our boats and chased the school till sunset, but could get no more.

Feb. 21st.— Cloudy. Fresh breze. We run down to the Elizabeth and put her mate aboard; then to the Jas. Arnold, and gave them their mate, and took Capt. M. off, passing on the way the ships Com. Morris and Desdemona. The Arnold had the whale alongside to cut in. The Elizabeth was a very old ship and 40 mos. from home; Capt. Baker said it was risking a great risk to cut in a whale with his ship in such rugged weather, and arrangements were made to cut him aboard the Arnold. We were to take the head as soon as it was cut off and heave it in and boil it. At noon two of our boats brought the head alongside. It was hooked to and hove in by sunset, and the watches were set. The 2d mate of the E. brought two casks to us to put their share in. Started the works during the night.

Feb. 22d— Strong breze. Very rugged. Trying out slowly for want of scraps. A number of sail were in sight during the day.

Feb. 23d.— Cloudy. Strong breeze. Rugged. Finished boiling. 2 P.M. gammed with the Jas. Arnold, Elizabeth and Desdemona. The body of the whale had made 70 bbls. and the head 32.

Feb. 24th.— Cloudy. Strong breeze. Very rugged. At daybreak the three ships interested in the whale were all within a mile of each other, having lights set through the night. The boats were lowered and a division of the oil made. 297 gals. of our share was left in the Jas. Arnold, it was suggested we could not well get it off. Capt. Sullivan agreed to send it home, or sell to the best advantage when he went into port. At 10 o'clock the Elizabeth, accompanied by the Desdemona, who had been laying with her main topsail aback, & unbalanced, made sail, with a strong reef topsail breeze bound to the S. and E., home. The Arnold wind ho, kept off S.E. by E. and hoisted up on the wind at 4 P.M.

Feb. 25th.— Strong breeze. Rugged. 2 P.M. sail off weather beam. Bent new fore topmast staysail.

Feb. 26th.— Weather moderated. Wet holds. Forbid out between decks and put down oil.

Feb. 27th.— Wind E. Thick, foggy weather. Strong double reef topsail breeze. Very rugged. Scrubbed ship with sand. Wind set, wind increased to a gale. Furled foresail.

Feb. 28th.— No change in the weather. Laying to. Broke out bag.

March 1st.— Gale moderated. Laying to under a close-reefed main topsail, main staysail, and fore topmast staysail.

March 2d.— No change in weather. Laying to.

March 3d.— Blowing a gale. Laying to. Broke out beef.
March 4th.— do do Raining.
Mar. 5th.— Thick, foggy weather. Wind strong from N. E. Rainy. There was two attempts made to set head which was accomplished after all the watch were wet to the skin.
Mar. 6th.— Blowing a gale. Raining hard. Wind in the same quarter. The wind hauled to the Eastward towards night which made a little better weather.
Mar. 7th.— Wind E. Rough sea. Laying to. 10 A.M. the sun broke out from the heavy black clouds and gave us an opportunity to dry our clothes that had been wet for a number of days. Our decks also dried, and, by the constant action of the water that had came aboard of us, added to rain that had fallen were whiter than I have seen them before the voyage. Afternoon= mended the flying jib, set the foresail, and broke out beef and pork from the after hold. Sunset= strong double=reefed topsail breeze. Wind E., heading to the northward. Lat. 31.30 S., Long. 174.33 E.
Mar. 8th.— Strong breeze, clear weather. Heading N.E. by N. 10 A.M. reef out of main topsail. Sunset— moderated.
Mar. 9th— Fresh breeze, fine weather. Heading N.E. Sail on the lee beam. Got the boat that we bought of the Martha into the waist and commenced to fit her for lowering. At 10 A.M. sperm whales raised a point on our weather bow; half a mile off. We lowered away and were gone nearly two hours but saw nothing of them while we were down. The old man called us aboard. All sail was made, and in an hour we saw them again. We lowered again

and the larboard boat struck a small calf. A cow
whale, probably the mother of the calf came up along-
side of him and got the bight of the line in his
mouth and started off with it. The mate hauled up and
cut from the calf after the waist boat had fastened
to him. He then hauled up to the whale that was
running away with the line in his mouth. Just out of
darting distance the line came out his mouth and
they did not get fast. The starboard boat afterwards
went alongside of a 30 bl. whale when the boatsteerer miss-
ed him with both irons. We saw no more of them. We
got the calf alongside about half past three. Got up
tackles and cut him in before sunset. Set boats a-
stern to. Sent island off weather beam.

March 10th.— Strong breeze. Ragged. Sail on the lee
quarter. Close-reefed main topsail and furled fore
topsail. Wore ship, heading S. by E. Trying out.
Symptoms of a gale. Wind hauled to the N. & E. 4 P. M. fin-
ished trying out. Turned up 13 bls. Wind increased to a gale.
Washed off the decks and set main staysail. Sent is-
land off weather bow.

March 11th.— Gale increased. Wind hauled to E. & S. Blowing very
hard. 6 A. M. furled main topsail. It split while we were
clewing it up. 1 P. M. parted fore topmast staysail tack
Hauled the sail down and furled it. Tremendous sea
running. Kept the pumps going all night.

March 12th.— Moderated. Set fore topmast staysail. Sent
up main topsail and set it close-reefed. Kept on

cask of bread from the fore hold. Wind hauled to the S.S.E. and by appearance the gale is not yet over. This is the heaviest gale we have seen on New Zealand. Bent the flying jib. 4 P.M. set hold. Blowed and rained very heavy through the night.

Mar. 13th.—Furled the main topsail just before daybreak. Moderated a little at sunrise. Sunset blowing fresh from the northward. Heavy sea on. Broke out cask of bread

Mar. 14th.—Moderated. Wind S.W. Set close-reefed main topsail and foresail, and kept off. Bent new gaff topsail and cut up the old one. Sunset hauled on the wind, heading N.W. Lat. 30.48 S, long. 179.30 W.

Mar. 15th.—Light breeze, fine weather. A barque in sight off the lee quarter. At ship off weather beam. Made all sail and kept off N.N.E. 9 o'clock braced round E.N.E. Put down oil between decks. Fitted new boat. 2 P.M. spoke the ship Swift, of N.Z., Capt. Vivent, 21 mos. out, 1400 tons. Communed with her till 10 at night. Got some boat boards, a steering oar, and 800 lbs. of potatoes.

Mar. 16th.—Light breeze, fine weather. Main topgallant sail out. Three ships in sight. One 4 pts on lee bow, 4 pts on weather bow, and 3 pts on lee quarter. Tacked. Wind N. pt. Standing on topsail. Got island in sight to windward. Broke out beer.

Mar. 17th.—Fresh breeze, fine weather. Reefed topsails and

Tackes = N. at 6. Sail on the larboard. Lat. 27.45 S., long. 179.18 W.
Mar. 18th.— Strong breeze. Cloudy. Reefed topsails. Course N.E.
Close-hauled. Lat. 28.29 S. Set sea watches. Lat. 28.39 S., lon. No obs.
Mar. 19th.— Very strong breeze. N.N.E. Raining. 7 A.M. furled
main sail. Wore ship = S.E. by S. Furled fore topsail.
Close-reefed main topsail. 10 A.M. unbent fore topsail and
sent up the one we lately mended. Set it single-reefed. 12 M. wore
ship = N.E. by N. Reef out of main topsail — set mainsail. 4 P.
M. set hold. Lat. 27.43 S., long. 177.52 W.
Mar. 20th.— Strong breeze, close-hauled — head N. by E. 1 A.M.
Mar. 21st.— Light breeze — close-hauled — head N. by E
set jib & spanker. 2 A.M. reef out of main topsail. Lat. 26.35
long. No obs. Exercise set main topgallant sail, & mizzen
topmast staysail. 8 A.M. furled main topgallant sail.
2 P.M. set flying jib. 3 P.M. raised sperm whales on la bow
going to windward. Lowered and chased them for two
hours but could not come up with them. Came aboard.
Saw them at sunset 2 miles off weather beam. Tacked —
heading W.S.W. Furled flying jib & mizzen topmast staysail,
and reefed fore topsail. 12 P.M. tacked — N. by E.
Mar. 21st.— Fine weather, fresh breeze. Close-hauled — N. by E..
Reef out of fore topsail. Set main topgallant. 2 P.M. set
gaff topsail & flying jib. Sunset, light breeze. Lat. 27.55, 177.55
Mar. 22d.— Fresh breeze, close-hauled — N. by E. 8 A.M. furled
flying jib & gaff topsail. Mending old sail. About 6½ P.M.,
the island of Pylstaarts bearing N. ½ E., about 100 miles, we expe-
rienced the shock of an earthquake, or a submarine
convulsion

of some kind that lasted about 15 seconds, which struck the ship from stem to stern. The old man, who was below, came rushing upon deck, bare-headed, and looked over the side, thinking the ship had struck a sunken reef or rock. The weather was thick, with heavy squalls during the night. 11 P.M. furled main topgallant sail. Lat. 24.14 S., Lon. 175.36 W.

Mar. 23d. - Cloudy. Strong breeze. Close-hauled E. by N. We received a second shock at 15 minutes before 2 this morning, but not as violent as the first. Daybreak - set main topgallant sail & fly jib. Furled the latter shortly after. 2 P.M. furled main topgallant sail & spanker, reefed topsails and tacked ship - heading E. by S. Pilot hurts in sight off weather beam, distant 30 miles. Heavy squalls. Sunset furled jib & mainsail. Squally & raining. 9 P.M. set mainsail. Lat. 24.44 S. Lon. 176.33 W.

Mar. 24th. - Fine weather, fresh breeze. Daybreak, reefs out of topsails, set main topgallant sail, jib & spanker. Tacked ship heading E.N.E. Broke out beef & pork. 8 A.M. set flying jib. Carried fly jib halyards & split the sail. Unbent the jib & fly jib. Bent new jib. 10 A.M. Pilot hurts here in sight to point on the lee bow. Broke out forehold for new fly jib. Bent new fly jib, rove new halyards, & new fore & main topsail braces. Wet holds. Sunset, wind N.E., course N. by W. Light breeze, under all sail. Lat. 22.41 S., Lon. 175.52 W.

Mar. 25th. - Fine clear weather. Course N. by W.

Wednesday Lat. 20.54 S. 2 P.M. course N. by W½W. Sunset fresh breeze from E.. N.E. Hove the log = 9 3/4 the knots. Wind hauled to N.E. Long 176.01 W.

Mar. 26th.— 1 A.M. furled mizzen topmast staysail & fore topgallant sail. Sunrise, light breze, made all sail. Lat. 18.17 S. Pointed s.s.w. Long. 176.45 W.

Mar 27th.— Fine weather, light breze. Wind N.E. Course N. by W.½ W. Every thing out. Sunset— Course N. by W. Lat. 16.32 S, long. 177.17 W.

Mar 28th.— Light breze, fine weather. All sail out. 7½ A.M. raised Horn island ahead 50 miles off. 5 P.M. two canoes and a whale boat came alongside containing some 8 or 10 natives. Capt. M. on learning that recruits were to be had, shortened sail and lay off and on till morning. Lat. 14.41 S, long. 177.51 W.

Mar. 29th.— Calm. About six miles from the land. After breakfast the old man went ashore to trade with the natives. About 10 o'clock a canoe brought off a hog and a few bunches of bananas. During the day we got off three boat-loads of yams, bananas, &c. The old man stopped ashore for the night. The ship Orezemb was here two days ago. Sunset, calm. No obs.

Mar 30th.— Calm & light airs. During the day we got off a large lot of yams, bananas, hogs, &c. Sold an old boat to the French bishop. We discharged one of our crew here who has been sick the greater part of the voyage. Sunset— heavy forward standing by to the N. & W. No obs.

Mar. 31st.— Calm. Horn is land about 15 miles off
Shipped 2100 yds as below. Wet hold. 14.01 S. 178.09 W.
April 1st.— Sunday. Calm & very light airs Lat.
April 2d.— Calm. Horn is land bearing S.S.W. about
20 miles. Mending old topsail. 4 P.M. sent down
fore topsail = bent the one mended. Light airs. Lat. 13.47 S. 175.00 W.
April 3d.— Light breeze. Close-hauled = N.E. by N. Mending old
topsail. 11 A.M. stiff breeze; furled fore topgallant sail
& gaff topsail. Squally. 4 lbs.
April 4th.— Squally. Wind N.N.W. Close hauled. Mend-
ed old jib. Lat. 12.21 S. long. 176.25 W.
April 5th.— Squally. Wind N. & W. Course N. by W.
Lat. 10.14 S long. 175.46 W.
April 6th.— Fine weather. Light breeze from W.N.W. Close-
hauled. Battling down larboard side of fore rigging.
Lat. 8 lbs. long. Bent old jib
April 7th.— Light breeze. Squally. Close-hauled, heading
N.E. 10 N. lbs. tacked — N.W. by W. Unbent new main topsail
and sent up an old one. Wet hold. 8 1/2 lbs.
April 8th.— Squally. Wind very baffling from the N.
& W. Close-hauled, course N.W. Lat. 6.53 S., long. 175.30 W.
April 9th.— Squally. Baffling winds from the Northward
astern, steering a course — N.W. by N. 8 lbs.

April 10th.— Very light airs. Broke out after hold to stow down oil. 12 M. raised a school of sperm whales off weather beam. We were in rather a bad condition to take oil, the decks being crowded with casks and barrels. Nevertheless we got dinner and lowered all the boats in pursuit. The whales could just be seen from the mast head. We pulled off to windward about two hours without seeing them, and were about to return to the ship when the waist raised them ahead. They got close in behind them but could not fasten. By five o'clock the ship was almost out of sight. The waist boat gave up. The starboard boat was right behind them, and we determined to make one grand rally and if we did not succeed to return to the ship. after about 15 minutes hard pulling we got alongside of a 30 bl. whale and our boat-steerer put two irons in him. It was late in the day. We had no time to spare. A bomb lance was thrown into him which brought him to like a log. The waist boat came up and fastened, and just as the sun sank he rolled fin out— Dead. The mate started for the ship, while the other boats hitched to the whale, with sails out, began to tow him towards the ship. We got alongside about 10 o'clock; just a fluke chain around

the whale, stove boat sail & returned in. — — —
Lat. 5.28 S.

April 11th — Very light airs. Cut in the whale & started the works. Sunset — set by watches. Lat. 5.14 S., L. 177.30 W.

April 12th — 6 a.m. Trying out. The captain, according to agreement, gave us a wash-tub full of doughnuts, which were fried in the works. We were to to have them when we got one thousand barrels. This whale just made the amount. Sunset — set boats watches. 6 bells down the works at 9 P.M.
Lat. 5.07 S.

April 13th — 6 a.m. Very warm weather. Stowing down oil in after hold. Lat. 4.57 S., Long. 178.41 W.

April 14th — Very light airs. Made all sail. Course N.W. Broke out butter from after hold. One tub was sent forward to get rid of it. It would have disagreed an Irish boarding-house, Lat. 3.33 S., Long. 179.52 W.

April 15th — Fresh breeze from the Eastward. All sail set. Course N.W. Sunday. Lat. ____ Long. ____ 0 0 0.

April 16th — Fine weather, light breeze. Stowing down oil in after hold. 7 A.M. raised spouts East the weather bow, 4 miles off. Luffed sharp on the wind heading N. by E. 7½ o'clock tacked S.E. by S. 9 o'clock tacked, N. by E. Could not make out what the spouts were. The mate said they were sperm whales,

and the Kanakas swore they were nothing but por=
poises & jumpers. 11 A. M. kept off on our course, W. N. W.
1 hour, course W. Lat. 2.42 S. Long. 178.39 E.
April 17th.— Fine weather, light breeze. Course W. 7 A.
M. raised Hope island off the lee bow. Kept off;
9 A. M. the natives came off to trade. 11 A. M. hove
to off the lee end of the island. 12 M. braced for-
ward, steering W. by N. passed to leeward of Rocks is-
land about midnight. Lat. 2.36 S. Long. 176.38 E.
April 18th.— Fine weather, light breeze. Set up stark. side
of fore rigging. Took three casks of water from between decks
5 P. M. raised Drummonds island from the mast-
head. Lat. 2.06 S. long. 175.59 E.
April 19th.— Calm & light airs. Drummonds island
bearing N. E. about 12 miles. The natives came off in
great numbers. Three white men who are living on
the island also came off. About 2 1/2 P. M. the main
yard was braced forward, and the ship kept
off N. W. About 20 minutes after the lookout at the
fore topgallant mast-head espied a Kanaka
snugly stowed away over the ship's bow. The land
was full 12 miles off, and the boat containing two
white men with a crew of Kanakas were about two
miles off pulling in to the land. We lowered a boat
and put the Kanaka into it. A boat's crew jumped
in and shoved off, and with a strong fair gale away
to overhaul them. In 3/4 ths of an hour we came up with
them; but they refused to take him aboard; and

after a few minutes parley the 3d mate pitched him overboard and we run with our sail and stood back to the ship. We saw the boats get into the other boat shortly after. 45 obs.

April 20th.—Light breze, fine weather. Cooper at work setting up new casks. Course N. by W. 11 et. obs. sunset E. ½ N. saw island off weather bow. 12 obs. raised Woodlays island five pts off weather bow. Painted the larboard bat. Lat. 4 m. S. Lon. 173.38 E.

April 21st.—Very light airs. Fine weather. Course N. By W. Working in the rigging & setting up casks. Wet hold. Broke out beef & pork. Sunset, course N. by W. Lat. 39 m. N. long. 172.34 E.

April 22d.—Sunday. Light breze; fine weather. Course by log. Sunset, course W. by N. Lat. 1.18 N. Long. 171. 45 E.

April 23d.—Fine weather, light breze. Course W. by N. Took the waist boat on deck to repair. Set up fore topmast rigging & main topmast backstays (starb.) Lat. 2.05 N. Long. 170.08 E.

April 24th.—Fine weather, light breze. Work on rigging Set up starb. fore topgallant shrouds. Rattled down starb. fore topmast rigging. Sunset—course W. N. W. Lat. 2.30 N. Long. 168.31 E.

April 25th.—Fine weather, light breze. Course W. by W. Set up larb. main topgallant & topmast backstays. Sunset—Squally & baffling winds. Set new watches. Lat. 3.03 N. Long. 167.32 E.

April 26th.—Fine weather, light breze. Setting up starb. main rigging. Set up larb. fore topmast backstays. Sunset. Light airs from N. heading W. by S. all aback. Lat 3.32 N. Long. 166.57 E.

April 27th.— Sunrise, calm. Setting up starb. main rigging & fore topmast backstays. Lat. 3.01 N., Long. 166.35 E.
April 28th.— Fine weather, light breeze from N.E Course W. N.W. Setting up starb main rigging. Varnished quarter deck stanchions, & jib boom. Wet hold. Lat. 4.27 N. Long. 163.31 E.
April 29th.— Calm. Sunday. Course W. N. W. Squally towards night. 7 P.M. struck the N.E. trades. 5.20 N., 163.36 E.
April 30th.— Fine weather, fresh breeze. Course W. N. W. 7 A.M. course W. by S. Sunset raised Strong's island three points off larboard bow.
May 1st.— Fine weather, fresh breze. Course W. by N. Strong's island in sight off lee beam. Very light breeze during the night. Lat. 6.04 N., long. 162.17 E.
May 2d.— Very light breeze. Fine weather. Course W. by N. Coal tarred iron work &c. 1 P.M. course W. Lat. 6.31 N., long. 161.30 E.
May 3d.— Fresh breze, fine weather. Course W. Squally. Passed Wellon's island at noon. Lat. 7.03 N., long. 159.27 E.
May 4th.— 1 A.M. hauled back the main yard. Daylight, raised the island of Ascension one pt off the starboard bow. Braced full, made sail & ran for it. At noon a boat containing a white pilot & kanaka crew boarded us. We learned that 52 ships had visited the island during the past season, and that the Minstrowni had gone ashore and was a total loss. A sad fatality has attended this ship wherever she has been. One of her boats was capsized in the early part of the day—

age and three men lost. She has, in different gales, lost eight boats off the crane; and in ten years had taken only 300 bls of oil. And finally, while returning to port after having lost 7 of her crew by small pox, went to pieces in sight of her destined haven. We braced full after receiving this piece of information and kept on to the lee end of the island, to a harbor that had been visited by our captain before. About two oclock a pilot took us into a harbor almost entirely surrounded by reefs, where the anchor was let go about half a mile from the shore, in 15 fathoms of water; after a cruise of six mos. and one day, during which time we saw whales ten times, and took 5 1/2d whales, which made about 200 bbls of oil. —— After the sails were furled and the yards squared the starboard watch went on liberty till morning. 4th ds. May 5th.— Fine weather. Larboard watch on liberty. This day is Sunday with the missionaries on the island and it is so observed as such by us. There are two missionaries on the island, one of whom has been here over two years, but they have as yet done nothing with the natives. The small pox made terrible ravages here a few months since, sweeping off about 3000 natives, about one-third of the population. Almost every native I saw was more or less marked with that fatal disease. It was brought here in a ship from Oahu.

The natives were told not to go near the ship but go they would and hence the consequences.
After providing the ship with a supply of wood and water sufficient for a cruise in the Japan seas, and giving four days liberty to all hands, on the morn- of the 12th, with a pilot aboard, we took our anchor, made all sail, and went to sea. The wind being light we towed two boats, and towed the ship outside of the reef, where we took a light breeze, and we were once more on the "fierce rolling tide." At one o'clock the N.E. trades struck us, when we hauled up on a taught bowline heading S.E. Strong breeze through the night gradually shortened sail till we were under close reefed topsails and courses. Lat. 6,56 N., Long. 157.54, E.
May 13th.— Strong breeze, fine weather. Close hauled heading S. Unbent the jib, that was torn to ribbons in a squall last night, and bent another. Lat. 8.45 N. Long. 157.24
May 14th.— Strong breeze, fine weather. Close hauled, heading N.N.W. Lat. ~~8.45~~ 10.34 N. Long. ~~157.54~~ 156.36 E.
May 15th.— Strong breeze, fine weather. Close-hauled, heading N. by W. Set main topgallant sail over single reefed topsail. Set flying jib & gaff topsail. Lat. 12.48 N. Long. 155.42 E.
May 16th.— Strong breeze; squally. All sail out. Close hauled, heading N. by W. & N. N. furled fore topgallant sail, gaff topsail & mizzen topmast staysail. 2 P.M. furled main topgallant sail. Sunset strong breeze - furled fly jib & reefed topsails. Lat. 15,12 N., Long. 154.52.
May 17th.— Strong breeze, fine weather. Close hauled

heading N. by W. Set topgallant sails. Took out cask of bread. Lat. 17.30 N., long. 154.30 E.

May 18th.— Fresh breeze; fine weather. Close hauled, heading N. by W. All sail out. Took the starb. boat on deck to repair. Lat. 20 N., long. 153.20 E.

May 19th.— Light breeze, fine weather. Close hauled. heading N. N. W. Mending starboard boat. Wet hold. Lost the trades. Calm through the night. Lat. 22.18 N, Long. 152.42 E.

May 20th.— Calm. Sunday. 2 P. M. light breeze from the Eastward. Course N. Set the starboard boat on the cranes. Lat. 22.45 N, Long.

May 21st.— Cloudy. Light breeze from E. Course N. Unbent the mainsail to mend. Very strong breeze towards night. Bent the mainsail and set it. Sunset heavy head-sea; furled fly jib & topgallant sails & mizzen topmast staysail. Reefed topsails Lat. 24.38 N. Long.

May 22d.— Weather moderated. Wind E. Course N. Reefs out of topsails; set topgallant sails. Painted starboard boat. Set wind S.E. Lat. 28.00 N., Long. 152.39 E.

May 23d.— Thick foggy weather. Wind S. Course N.E. by N. Sent down fore topsail to mend. 10 A. M. raised a sail three points off lee bow, steering E. N.E. Could not make him out. Crew fitted up to E. N.E., bringing the stranger abeam. At sunset he was about 12 miles

off with all sail out. Set boats crew watches & shortened sail for our second and last cruise on the Japan sperm whale ground. Lat. 29.33 N. Lony. 155.37 E.

May 24th.— Cloudy. Fresh breeze from W. S. W. Course E. N. E. Finished fore topsail, and set it single reefed after dinner.

May 25th.— Light breeze from W. N. W. Fine weather. 6 A. M. unbent the foresail to mend. Close hauled heading N. Saw several pieces of sperm during the day— a good sign. 5 P. M. bent the foresail. Sunset, shortened sail. Wind N. W. heading E. N. E.

Lat. Lony.

May 26th.— Fine weather; light breeze from N. W. heading E. N. E. Made all sail. 10 A. M. course N. E. by N. 4 P. M. wet hold. Sunset, wind E.; N. close hauled. Shortened sail.

May 27th.— Fine weather; light breeze from N. Made all sail. Sunset— strong breeze from N. E. Wore ship, heading N. W by N.

May 28th.— Cloudy. Strong breeze = N. E. Close hauled N. N. W. Got the old larboard boat, that was stove off New Zealand, on deck for the carpenter to repair. Very rugged weather.

May 29th.— Clear weather; strong breeze from N. E. Close hauled, heading N. N. W. 7 A. M. wore ship heading E. N. E. Mending old boat. Sunset heading E. by N. Furled fore topsail.

May 30th. – Cloudy. Fresh breeze = N. Close hauled. Made sail – reefed topsails and courses. Mending old boat. 10 A.M. reef out of fore topsail; set fly jib. 11 A.M. furled fly jib. Knogged.

May 31st. – Cloudy. Light breeze from N. Close hauled E. & E. Main topgallant sail out. Mending old boat.

June 1st. – Cloudy. Calm & light airs. Sent down main topsail to mend. Mending old boat. 5 P.M. bent the main topsail. Sunset – light breeze from N.E. heading N. N. W. Cloudy raining falling all night.

June 2d. – Rain storm. Heavy sea on. Double reefed topsail breeze from E. Furled every thing but main = gle reefed main topsail. 4 P.M. moderated. Wet boat. Set fore topmast stay sail. Wore ship heading E. by S.

June 3d. – Fine weather. Wind N.N.E. Close hauled heading N.E. Set single reefed fore topsail & fore sail. Knogged. Sunday. Sunset – blowing a gale from the N.W. Furled every thing but close reefed main topsail & fore topmast stay sail.

June 4th. – Blowing a gale. Heavy sea morning. Fair = y. Weather moderated during the night.

June 5th.= Cloudy. Fresh breze from the N. Reefed topsails fit and course. Steering ENE by N. Steering E. N. E.

June 6th.— Cloudy. Light breze from W. Made all sail. Wore ship, steering E.S.E. 10 A. M. fine weather. Finished mending stoven boat and set it on the bearers. 2 P. M. raised a sail three points of the bow. We spoke her at 5 oclock and found it was the barque Martha; they had been to the Bonin islands; they are among the unlucky ones, being 13 mos. out, clean. Capt. Smith came aboard of us looking as though he had lost his last friend. It is his first voyage, as master, and on the issue of this voyage lies his reputation as a successful whaleman.

June 7th.— Fine weather. Light breze from W.S.W. heading E. Main topgallant sail out. Noon, tacked heading N.W. by W.

June 8th.— Fine weather. Light breze from the W. Heading N.N.W. 11 A.M. furled spanker and main topgallant sail. Noon, tacked = S. by W. 1 P.M. down the spanker gaff and mended it.

June 9th.— Foggy. Light breze from E. Cleared away at 10 A.M. 2 P.M. calm & foggy. Wet hold.

June 10th.— Thick & drizzly weather. Strong breze from E. N. E. Wore ship, heading S.S.E. 2 P.M. fine weather.

June 11th.— Fine weather. Light airs from the E. Painted the boats. boat. Got top mast & mizzen chains.

Varnished steel cap. Closed the windlass.
Sunset, braced around the yards, heading S. W.
June 12 th.— Cloudy. Fresh breeze from W. S. W.
Main top gallant sail out. 10 A. M. strong breeze;
furled main top gallant sail, and reefed fore
topsail. Noon, reefed main topsail.
June 13th.— Strong breeze from the Southward, heading
S. E. by E. Reefed topsails. Tacked at noon.
June 14th.— Fine weather. Light breeze from the West-
ward.
June 15th.— Strong breeze, S. & W. Foggy.
June 16th.— Light breeze from S. W., heading S. E.
Heavy fog. Cleared up at 4 P.M. Wet holystone 5 P. M. Low-
ered a boat for a piece of timber that was drifting by
us. It looked like a piece of a ship, and seemed to
have been in the water some time, as it was covered
with barnacles three or four inches thick. There were thou-
sands of fish around it, and just after getting it along-
side we caught three or four hundred as fast as they
could be hauled in. We then hoisted it on deck and
sawed it up.
June 17th.— Fine weather. Fresh breeze from S. Main
topgallant sail out. Heading S. E. by E.
June 18th.— Fine weather. Light breeze from S. All sail set.
Steering E. S. E. Noon, opened yards; kept S. E. by E.
Sunset, luffed to the wind.

June 19th.— Beautiful weather. Light breze from the S. W., heading W. N. W.

June 20th.— Cloudy, with rain. Strong breze from W. S. W. Reefed topsail. 9 A. M. wore ship, heading South. 1 P. M. fine weather, light breize. Made sail.

June 21st.— Light breeze from S. S. W., heading S. E. by E. Main topgallant sail out. 8 A. M. wore ship, heading W. N. W. Noon, strong breeze; under reefed topsails. Sunset; blowing a gale from the S. W. Laying to under a close-reefed main-topsail & foresail.

June 22d.— Furled the foresail at 3 o'clock this morning. Wind W. S. W. 7½ A. M. wore ship & set the foresail. Weather moderated; set the fore topsail.

June 23d.— Cloudy. Strong breze from W. S. W., heading S. S. W. Reefed topsails out. Rigged. Furled the mainsail. Noon— clear. Wore ship, heading N. N. W. Wet hold.

June 24th.— Fine weather. Light breze from the S., steering N. E. by E. Sunset— hoisted to the wind, heading E. S. E.

June 25th.— Foggy & raining. Wind E. N. E. Main top-gallant sail out. 10 A. M. fine weather.

June 26th.— Fine weather. Light breze from the S. steering N. N. E. Sunset— Cloudy; course N. E. The fore top-sail was blown to pieces in a heavy squall about 10 P. M..

June 27th.— Fine weather. Light breze from N. Bent a new topsail. Heading E. by N. 9 A. M. tacked heading W. by N. Noon W. N. W.

June 28th.- Fine weather. Light breeze from N. N. E., steering N. N. W.

June 29th.- Fine weather. Wind light from the S. E., steering S. W. to W.

June 30th.- Fresh breeze from the S., steering W. S. W. Fine weather. Wet hold. Sunset= wore ship, close-hauled heading E.

July 1st.= Cloudy. Strong breeze from S. S. E., heading E. Sunday.

July 2d.- Thick weather. Strong breeze from S., steering N. N. E. 1 P. M. Luffed to the wind heading E. N. E.

July 3d.= Strong breeze from S. S. W., heading E. & E. Rough d.

July 4th.- Cloudy. Double reefed topsail breeze from S. S. W. Rugged. Heading E. Have not seen the spout of a sperm whale this season. Noon, close-reefed the main topsail; blowing a gale.

July 5th.- Fine weather. Strong breeze from S. S. E., heading E. N. E. 10 A. M. tacked, heading S. W. by S.

July 6th- Fine weather. Light breeze from S. E., heading S. S. W.

July 7th.- Light breeze from E. N. E., heading S. S. Fine weather. Wet hold.

July 8th.= Sunday. Fine weather. Fresh breeze from E. N. E., heading N. by E. All sail. 4. Tacked at noon heading S. by E.

July 9th.— Clear weather, but rugged. Strong breeze from the Eastward, heading S. by E. 4 P. M. saw fin backs.

July 10th.— Clear weather. Rugged. Wind strong from the Eastward. Heading S. by E. Sunset— tacked, heading N. N. E.

July 11th.—Fresh breeze from the Eastward, heading N. by E. Main topgallant sail out. 10½ P. M. tacked, heading S. E. by E.

July 12th.— Cloudy. Fresh breeze from the Northward. Heading E. by S. Saw fin backs. Main topgallant sail out.

July 13th.— Rugged. Strong breeze from the N. N. W. Raining. 9 P. M. clear weather.

July 14th.— Strong breeze from the N. & E. heading S. by E. 10 A. M. tacked heading N. Noon— very rugged. Reefed topsails. Sunset, moderated.

July 15th.— Fine weather. Wind E. N. E., heading N. by E. Main topgallant & mizzen staysail out. Sunday.

July 16th.— Fine weather. Light breeze from the Eastward. heading N. N. E. 8 A. M. tacked heading S. by W.

July 17th.— Cloudy. Strong breeze from S. E. 7 A. M. sail off weather bow. Tacked heading N. E. 2 P. M. spoke her. It was the Rambler, from a cruise off the Bonin islands. They had taken 350 bls. this season. Capt. Porter died about the 1st of June, and was buried at sea, after keeping his body six days in the hope of making land. They had experienced a

violent hurricane off the islands, losing three boats. They are alarmed for the safety of the ship Hope that was known to be in the vicinity. Reported as cruising off the islands, the ships Wm Hector, Eliza Swift, Milton, & E. L. B. Jennings. The R. was bound to the Sandwich Islands in charge of the mate.

July 18th.— Clear weather. Strong breeze from the S. E. heading E. N. E. Rambler went out of sight astern at 4 P. M.

July 19th.— Clear weather. Strong breeze from the South & W. heading E. by S.

July 20th.— Fine weather. Fresh breeze from S. S. W., heading S. E. 7 A. M. tacked heading W. by S. Noon, tacked heading S. E. 1/2 E.

July 21st.— Fine weather. Light breeze from S. S. W., heading S. E. by S. 9 A. M. raised a large bark off lee quarter. Ran off two hours, but seeing nothing, lufted to the wind on the southern tack. 4 P. M. wet hold.

July 22d.— Cloudy. Fresh breeze from the S. W. heading S. S. E. 8 A. M. tacked, heading N. W. Hail off weather from 12 A. M.

July 23d.— Fine weather. Light breeze from W. S. W., heading N. W. by N. 7 A. M. tacked heading S. 1/2 E. Saw a large fleet of squid. Rove new main topsail halyards. & fore topsail braces.

July 24th.— Fine weather. Light breeze from W. S. W., heading N. W. Coal. Carried anchors. Saw squid.

July 25th.— Fine weather. Light breeze from S. W. heading W. S. W. Sunrise, sail off the lee quarter. 8 A. M. tacked bringing the stranger a point off weather bow. Heading

S. ½ E. At 10 A. M. we spoke the stranger which proved to be the Milton. She had taken 300 bls. off the Bonin islands this season, including one whale taken in the longitude of 158.00. She is now 45 mos. out with 1,800 sperm. We gammed till late at night.

July 26th.—Fine weather. Light airs from the Son thirds. steering West. Noon, W.S.W.

July 27th.—Calm. Mended fore topgallant sail. Noon, light airs from the Eastward, steering W.S.W.

July 28th.—Fine weather. Wind from the N. & E. light. steering W.S.W. 6½ A. M. raised breaches ahead.—Jumpers. Wet hold.

July 29th.—Fine weather. Light wind E. Course W. by S.

July 30th.—Fine weather. Light breeze from the N.E., steering W. by S. 7 A. M. braced round the yards, steering W. N.W. No signs of whales or any thing else. Have cruised since we arrived on the ground between the parralels of 31° & 34°, and from the Longitude of 158.00 to 168° W., and have seen nothing that looks like a sperm whale.

July 31st.—Fine weather. Strong breeze from the N.E. Heading N. N.W. 6 A. M. wore round on the other tack heading S.E. by E. Rugged weather.

Aug. 1st.—Fine weather. Wind E.N.E. heading S.E. by E. 8½ A. M. spoke the Milton. They had seen nothing Gammed all day.

Aug. 2d.—Fine weather. Wind N.E. Course S.W. Light breeze. The Milton was in sight all day.

Aug. 3d.—Fine weather. Light breeze from N.E..

Lat. Long. 158.40 E.
Aug. 4th. – Fine weather. Very light airs from E.N.E. Wet hold.
Aug. 5th. – Fine weather. Light breeze from the South. 10 A.M. passed the Milton on the other tack steering to the S.S.W. Sunset, tacked steering to the Southward.
Aug. 6th. – Fine weather. Light breeze from E.N.E., heading S. by E. Sunset, tacked, heading N.N.E.
Aug. 7th. – Fine weather. Fresh breeze from E.N.E., heading N. by E. 7 A.M. tacked heading S.E. – now E. by S. The Milton passed 10 miles to windward of us about 9 A.M. Sunset, wind S.W. steering E.N.E. Lat. 30.13 N. long. 158.46 E.
Aug. 8th. – Strong breeze S. by W. steering N.E. by E. long. 161.02 E. Lat. 31.09 N.
Aug. 9th. – Fine weather. Light breeze from S. by W. 7 A.M. spoke the barque Martha. They had seen sperm whales once this season, but had taken nothing. Capt. Smith came aboard of us and remained all day. Course through the day N.E. by E. Sunset – E. Lat. 31.25 N, long. 162.24 E.
Aug. 10. – Fine weather. Light wind – S.W. Course East. Martha in sight to leeward, steering East. Sunset kept off E.N.E. long. 164.38 E., lat. 31.25 N.
Aug. 11th. Fine weather. Light breeze – S.W. Course E.N.E. 9 A.M. course E. by N. 4 P.M. wet hold. 4 P.M. Course S.E. Sunset – S.S.E. 7 P.M. set sea watches, bound to the line. We have a hard story to tell about the Japan ground, having cruised here, on a space 600 miles long. by 150 wide, without seeing any thing that looked like a sperm whale. Lat. long. 167.01 E. lat. 31.22 N.
Aug. 12th. – Fine weather. Light breeze from S.W. Course S.S.E. Sunday. Squally & rainy through the night. Lat. 29.32 long. 168.08 E.

Aug. 13th.—Cloudy. Wind light=W.S.W., heading S. by E.
Lat. 27.13 Long. 169.35 E.
Aug. 14th.—Fine weather. Light breeze from S.S.W. heading S.E. Mending foresail. 4 P.M. bent foresail. Sunset- wind S.E. Tacked, heading S.S.W. Course S. by W.
Bound to Strong's island. Lat. 27.13, long. 169.35 E.
Aug. 15th.—Fine weather. Light breeze=E. Course S. by W.
Set up main stays. Lat. 26.32 long. 169.06 E.
Aug. 16th.—Fine weather. Light breeze from S.E. Course S. by W. Rattled down starb. side main rigging.
Lat. 25.22 N, long. 168.12 Took three casks of water out of main hatch.
Aug. 17th.—Fine weather. Wind light=S.S.E. Course S. by W.
Broke out beef, pork, & dried apples. Lat. 23.18 N., long. 167.23 E.
Sunset, fresh breeze—E.S.E. All sail out.
Aug. 18th.—Fine weather. Wind fresh=E.S.E. Course S. by W. Lat. 21.11 N. long. 165.07 E. Wet holds.
Aug. 19th.—Fine weather. Fresh breeze=E.S.E. Course S. Sunday. All sail out. Lat. 18.55 N, long. 165.18 E.
Aug. 20th.—Fresh breeze=E.S.E. Fine weather. Heading S. All sail out. Took foot ropes off fore & fore topsail yards to repair. Lat. 16.26 N, long. 164.53 E.
Aug. 21st.—Fine weather. Fresh breeze from E. Course S. by E. by E. All sail out. 11½ A.M. saw a merchant barque with all sail out, steering West. Lat. 13. 45 N., long. 164.39 E.
Aug. 22d.—Cloudy & squally. Wind E. Course S. by

E. Lat. 11.18 N., long. 164.33 E.

Aug. 23d. Fine weather. Light breeze = E. Course S. by E. Lat. 8.35 N. long. 164.25 E.

Aug. 24th. - Hazy. Light airs from S.E., heading S. W. by S. Lat. 6.56 N, long. 163.59 E. Squally through the night.

Aug. 25th. - Hazy. Light baffling winds from E. to S. 8 A. M. tacked ship. Course S. Strong's island bearing S. by W. about 80 miles. Lat. 6.37 N. long. 164.00 E.

Aug 26th. - Light airs & calm. Course S. S. W. Sunday. Lat. 6.04 N., long. 164.03 E. Strong's island bearing S. W. by W. about 60 miles, at 2 P. M.

Aug. 27th. - Fine weather. Light breeze from S. S. E. Course S. W. by W. 6 1/2 A. M. raised a barque off our lee bow, 4 pts, steering to the Westward. 7 A. M. kept off W. by S. About noon we raised the island off our lee bow, about 30 miles off. The wind was light & baffling, with squalls during the night. Lat. 5.46 N., long. 163.22 E.

Aug. 28th. - Cloudy. Baffling winds. At daylight we found the land off our weather bow about 15 miles, while the barque, which we made out to be the Martha, was off our weather quarter about 8 miles. We had worked up to a respectable distance from the island, and at 1/2 4. P. M. the pilot came alongside. He did not seem to relish the job of taking us in through the narrow passage with the wind we had.

About noon the pilot & Capt. Mc. went aboard the Martha. While there the wind hauled some enabling both ships to work well up to the land. They determined to make the attempt to get in at once, as it looked like a bad night outside. As we were the nearest the passage, we had the first chance. Capt. Smith, however, said his flying jib boom would be over our taffrail all the way in. About 5 P. M. the pilot came aboard of us. We tacked twice before we could fetch the passage, the Martha following each time. At last a squall passed over that enabled us to head in on a taught bowline. This was risky. The Paragon was lost in this same passage, and under nearly the same circumstances, that I have before mentioned. But we were ready for an emergency. Our ground tackle was all ready to let go, and a kedge got up to be used in warping off. The passage into the harbor is through a reef, and is about a half dozen ships length, and cannot be safely performed with the wind from the westward. The wind was very unsteady, coming in squalls from the N. & W.
Just as we got through the passage the passage a sudden puff struck us aback, when everything was let go and clewed up; our larboard bower left the bow finding bottom at 40 fathoms.

The Martha was close behind us. I could see Capt. Smith standing on the fore topmast crosstrees running the ship. Every eye in our ship was on her. As she neared the reef the wind knocked her off two points. We expected to see him tack and go to sea, but we were mistaken. On he came, bowed up sharp on the wind, with his topgallant sails nearly aback. They could not weather us, and to attempt the passage between the reef and us was meanness. Capt. Smith cried out at the top of his voice, "Where's your rocks." The pilot waived his hand to keep off. On she came at a fearful rate; till she got into green water, with the breakers almost under her jib-boom. Capt. C. now saw the situation he was in, and cried out like a stentor, "Haul up your whel, square in the main yard." I never saw a ship work prettier. She wore short round on her heel, and the next minute was standing off on the other tack with a rush sail, their chance of setting anchor watches that night being small indeed. Our next job was to shift our berth further up the harbor which we accomplished by keeping in the midst-

of a furious rain storm of an hour's duration. At 8 P.M. an anchor watch was set and all hands went below.

Aug. 29th.—We had a hard job of pulling & hauling to-day. Before the sun made his appearance we manned our boats and pulled outside the island to lend a hand to our friends of the Martha. She lay about four miles off, with everything clewed up, and two boats down towing. There was a light breeze, but dead ahead. In a a short time seven boats were hitched on to her, and by the united strength of thirty-five pair of arms she slid along quite smoothly till we entered the passage, where, beside the wind, we had to contend against a strong tide running out. Added to this the Martha's topsails were hanging in the buntlines, and although her yards were braced as sharp as possible, the pressure of a head wind against them told immensely. We actually lost ground after we entered the passage. Capt. Smith would not furl his sails for fear of getting too near the reef, and being unable to work off. At this crisis the pilot advised Capt. Smith to go [illegible]; but he refused, and the pilot would have nothing to do with

taking the ship in. Capt. Smith told him to show him the passage and he would take her in himself. Fifteen minutes after this the ship was drifting broadside on to the reef. Had she been lost at this time not one cent of insurance would have been recovered. On seeing that the boats were useless they all cast off. A whale line was quickly run from the shore to our ship, and all hands tallied on to warp her in. Had that line parted nothing would have saved her. But it held, and in two hours from that time, by kedging & warping, we had the satisfaction of seeing her come to anchor in a safe berth. After dinner we hove up our anchor & came to just above her, which finished our work for the day.

Aug. 30th.– Fine weather. Starb. watch ashore. On board, the watch took a raft of 18 casks ashore to be filled, and washed the outside of the ship. I paid a visit to the missionaries, Mr. & Mrs. Snow, and was glad to find them in good health, Mrs. S. looking better than when I last saw her.

Aug. 31st.– Fine weather. Larb. watch ashore. We took off a gang this morning and filled the casks at the watering place. Capt. M. & Capt. S. bought a bull of the king to-day, and a boats crew from both ships went ashore to capture him and get him aboard of our ships. It was really a laughable scene throughout. Two or three with a coil of rope, followed by a dozen more, with 50 na-

tives at their back shouting & hallooing like mad-
men. After a long chase we made fast to him &
got him down to the beach, & from there swam
him off to the ship, and hoisted him in. The
best butchers we had then dispatched and dress-
ed him. The ship was crowded with natives, who
had never seen any thing of the kind before, as
this was the first beef that had been killed on
the island.
Sept. 1st.- Sunday. Fine weather. Wet holds. Starb. watch
ashore. Religious services were held at the mission-
aries both afternoon & evening, to which a general
invitation was given to both ships companies.
I was sorry to see, out of twenty-three Americans
in our ship, but four accept the invitation.
Sept 2d.- Fine weather. Larb. watch ashore. Got off
the raft of water & hoisted it in. Stowed after hold.
Got off some wood.
Sept. 3d.- Fine weather. Starb. watch ashore. Caulked
the ship's counter. Commenced painting on larb.
side. The old man bought a large turtle to-day of
one of the chiefs. He weighed about 300 lbs.
Sept. 4th.- Fine weather. Painting ship. Got off two
boat loads of wood. Larb. watch ashore Stowed part
of wood & water in after hold.
Sept. 5th.- Fine weather. Painting. Starb. watch
ashore. Got off five casks of water.

Sept. 6th.—Finished painting. Lat: watch ashore
Got ready for sea. Fine breeze blowing out. I paid
a farewell visit this evening to Mr. & Mrs. Snow,
and received a pressing invitation to visit their
friends in the United States.
Sept. 7th.—Light airs from the Westward. Weighed
anchor at sunrise & made all sail. Three boats
hitched on to us, and with wind and tide
in our favor we were soon through the passage.
By 9 A. M. we had made a good offing, and
had our anchors & cables stowed. Course S.E. & E.
Sept. 8th.—Cloudy. Very strong breeze from the West-
ward. Course S. S. E. Sunset, moderated.
Sept. 9th.—Sunday. Light breeze from W. Course S. by
E. Lat. 1.45 N, Long. 166.27 E. 5 P. M. passed dozen
whales 4 pts. off weather bow, three miles off. Lowered
& chased till sunset. Could not get near them.
Came aboard and kept on ship, heading S.W. by S.
Sept. 10th.—Cloudy. Light airs & calm. Wore ship, heading
S. S. E. Lat. 1.29 N., Long. 165.36 E.
Sept. 11th.—Squally. Baffling winds. [illegible] S. W.
Sept. 12th.—Cloudy. Strong breeze, inclined Westward. Lat.
[illegible] Long.
Sept. 13th.—Fine weather. Fresh breeze from the W. Steered,
close-hauled, heading S. W. by S. 9 A. M. saw a large
merchant ship off on the beam, steering to the Eastward;
probably from Sydney, N. S. W. Lat. 3.4 m S, Long.
164.39 E.

Sept 14th.—Strong squalls from all quarters. Course W. by S. Lat. 1.45 S., long. 164.10 E.

Sept. 15th.—Fine weather. Light breeze from the Southward heading W. S. W. & W. by N. at 4 P.M. set kedge. Lat. 1.15 S., lon. 163.08 E.

Sept. 16th.—Very light winds from W. S. W. Sunday. Sunset=heading S. W. by S. Lat. 46 m. S., lon. 162.13 E.

Sept. 17th.—Fine weather. Fresh breeze=W. & W. Course S. W. Heavy squalls and rain all night. Lat. 1.38 S. lon. 161.18 E.

Sept. 18th.—Head winds, squalls, and rain. Cleared sqs at 4 P.M. Sunset, fresh breeze from E. S. E. Course S. W.

Sept. 19th.—Fine weather. Light airs & calm. Lat. 2.29 lon. 160.33

Sept. 20th.—Fine weather. Calm & very warm. Lat. 2.28 lon. 160.18

Sept. 21st.—Fine weather. Light head winds. Course E. N. E. Bent a new topsail. Squalls & rain through the night. Wind E. Lat. 2.40 S. lon. 159.27 E.

Sept. 22d.—Fine weather. Light breeze from E. 3.16, 158.14

Sept. 23d.—Sunday. Heavy squalls & rain from E. 10 A. M. passed an island 12 miles off weather beam. Jaron island.

Sept. 24th.—Squally with rain. Course S. S. W. 2 P. M. saw Byamsville island. Lat. 5.18 S. lon. 155.48 E

Sept. 25th.—Fine weather. Light airs from E. S. E. steering W. Byamsville and Bokak islands ahead and off lar. beam. It was in this vicin

ity that the ship Milton took 400 bls. sperm oil last
year. The natives on these islands are said to be
cannibals. We lay through the night, under short sail,
with our main yard aback about three miles from the
shore. Bent new mainsail this afternoon. 5.17 S., 154.59 E.
Sept. 26th. - Light breze. Fine weather. Sunrise, made sail
and stood in to the land. At 7 A.M. several canoes
were alongside, loaded with cocoa-nuts, taro, bananas,
& tortoise shell, and a few nautilus shells. The sale of
the tortoise shell was, of course confined to the captain.
The rest of the shells was taken by the officers. The
forecastle hands contented themselves with buying
bows & arrows, with which they were well provided.
The natives here have wooly heads, but have not
got that savage look that I noticed among the
natives of Makaretta. 10 A.M. raised a sail ahead.
We made her out to be a brig. She shortly afterwards
disappeared behind a point of land and we saw
her no more. Saw blackfish in the afternoon.
The group known as the Green islands were visi-
ble to the north & East part of the day.
Sept. 27th. - Fine weather. Light airs. Cruising in
Bonka bay. The two islands, Bongarnsville and
Bonka, are separated only by a narrow passage
large enough for boats alone. The islands lay in

the form of a crescent, and the distance between the points or horns is 80 miles, forming what is called Bonkew Bay. But few ships are ever seen in this part of the world except whalers, and less is known of it than any part of the globe.

Sept. 28th.- Fine. Light breeze. We had another visit from the natives to-day. They remained alongside till nearly 10 o'clock, A. M. At 9 A. M. a sail was raised standing in towards the land. We have seen no signs of ~~any~~ whales here, and are off for Cape Dennis. Very strong breeze all night. Course S. S. W.

Sept. 29th.- Squalls and rain. Course S. S. W. Sail off weather beam. Wet hold.

Sept. 30th.- Cloudy. Fresh breeze from the south. Heading W. S. W. Course S. S. W. Lat. 6.08 S., long. 152.49 E.

Oct. 1st.- Cloudy. Very strong breeze S. S. E., heading S. W. by S. Rainy all day. 5 P. M. tacked heading E. by N. Fresh breeze. 11 P. M. tacked heading S. S. W.

Oct. 2d.- Cloudy. Fresh breeze, S. S. E. Heavy rain from sunset till midnight.

Oct. 3d.- Cloudy. Squally. Wind S. E. heading S. S. W. 2 P. M. Cape Dennis bearing S. 50 miles. 4 P. M. tacked heading E. by N.

Oct. 4th.- Fine. Strong breeze. 6 A. M. tacked, heading S. W. by S. Rugged. 4 P. M. land off weather bow. 7 P. M. Oct. 4th Rove new davit tackle falls. Lat. 7.24 S.

Oct. 5th.—Fine. Wind S.E. Close-hauled, heading S. W. by S. Land in sight to windward. 9 A.M. tacked heading E. by S. 1 P.M. squally & rain. Sun-set, clear. 11 P.M. raised a ship trying out. Tacked heading S. by E. Lat. 8.04 S., lon. 150. 32 E.

Oct. 6th.—Fine. Light breeze, E., heading S. by W. Sail off weather quarter trying out. Off Cape Dennis. In this vicinity, two seasons since, the ship Gay Head took 900 bls. sp. oil in about three mos. Wet hold.

Oct. 7th.—Fine. Sunday. Wind S. S. E. Cape Dennis and Julien's island in sight. Sail off lee quarter. Ran off and spoke her at 1 o'clock. It was the ship Gay Head, of New Bedford, Capt. Wood, 36 mos. out, 1500 sperm. Has not seen whales five times the last five weeks, but has taken nothing.

Lat. 7.50. Lon. 151.12

Note.—On Saturday, Oct. 6th, while we were eating dinner on the forecastle, a pig seized a piece of pork out of the mess kid that was laying on the fore hatch, and was about to carry it off; when one of the crew made a thrust at him with a knife and obliged him to drop it, not however without slightly wounding the pig. It appears that the pig had taken one piece previous to this, and carried it aft where the captain saw it. Now either of the pieces thus taken was of no possible use to any body but a hog, being the rind and part of an ear that was too tough for even a sailor's jaws to masticate. The sight

of the piece of pork set the old man in a violent passion. He swore we were wasting the ship's provisions in order to spoil his voyage, and also to get home sooner. But when he saw the pig was yelping aft, and found out the cause, his rage boiled over. After dinner all hands were mustered aft, and notified that all day watches below were stopped till the offender confessed his guilt, or one of his shipmates did it for him; intimating that in case of a refusal to do this, he would get our old iron worked up awfully. Nobody would consent to this arrangement, and the watches below were stopped.

Oct. 8th.— According to promise, we got no watch below to-day, but immediately after breakfast all hands were turned to scrubbing ship. We were kept at it without intermission till five o'clock in the afternoon. The wind was light from the S.E. to-day. Saw a stranger off our lee beam. The old man gave out that no one of us should have a watch below till each man came aft and told who committed the deed.

Oct. 9th.— All hands turned to cleaning out the try pots & scraping the rust off the mincing machine. This morning a lung spurred specimen from Pennsylvania,

whose looks would betray him among a thou-
sand, went creeping up to the captain and
turned informer, & he straightway received
his darling watch below.
Oct. 10th.—Fine weather. Wind S. E. Light. Sunrise, Saw Land
off weather quarter. 6½ A. M. the 2d mate raised spouts
4 pts off weather ~~beam~~ bow, and called them sperm
whales. Got breakfast and lowered away the boats.
We made but slow progress. In fact the crew were
beat out, from having their watch below stopped
and hard work, because they would not be brow-beat-
en. The officers who were the prime cause of all
this tried to rouse them but it was no use. After
a long pull we came up with the object of our
search. They were only killers, and we returned
to the ship. It was lucky they were not whales, as
the boats never could have got fast, and the officers
not us would have received a blessing from the
captain. We got aboard about half past 9 and were
allowed to rest on deck till dinner-time. After dinner
we were set to work; some scraping topmasts & topgallant-
masts, & some slushing them. I with two others was
put to scraping a spare topsail yard. 7.49 S., 151.15 E.
Oct. 11th. Fine weather. Light breeze. Off Cape Dennis. 10 A.
M. hauled aback about three miles from the land.

The larboard & wnist boats were lowered, and the crews well armed. The three mates then took charge of them and pulled ashore to trade with the natives for yams. They took with them for barter about 150 lbs. of iron hoop cut into pieces about eight inches long. At 1 A. M. a large 80 bl. sperm whale was seen right astern about half a mile off. A signal was immediately made for the party ashore to come off. The starb. boats crew, that had remained aboard, got the boat ready, and lowered away with the old man for boat-header. The whale went down when we were about a ships length off. Every body was confident off getting fast at the next rising. In the meantime the other boats came off to the ship. We waited an hour but no whale was seen. After he had been down about an hour and a quarter, we saw the other boats leave the ship and pull to windward, and a half hour afterwards all hands were called aboard. The last seen of him was five miles dead to windward going "eyes out." We got to the ship about 4 P. M. Nothing was done the rest of the day but wash off the deck. 8.13 S. 150.45 C.

Oct. 12th.— Cloudy. Light breeze. Off Cape Dennis. All of the forward hands, except the informer, were turned to after breakfast. During the day we finished serv= ving the spare topsail yard and gave it a coat of varnish, and scraped & varnished the jib & flying booms, and all the dead eyes on starb. side. Broke out beef & pork.

Oct. 13th. Thursday. A.C. & I made wanted to set me all at work to=day but the old man disposed to many of them. He said "If they should never go off & not give them Saturday to wash and mend their clothes." This Capt. Ill. would have carried this matter so far had his officers not urged him on. I have talked with him in the long night watches, before this affair took place and we both agreed with his character. I have since found him between eight and twenty years old, and his mother may [illegible] in the character of his mate. Many a time after they have been discussing some subject each the captain had gone below I have heard them call him [illegible] [illegible] [illegible]

[illegible] Sunday. Fresh breeze. 10 A. M. spoke the [illegible] from [illegible] days out

Oct. 15th.— Fine. Fresh breeze, S. E. Gay Head to leeward. All hands on deck. Reversished jib & fly jib sown. Commenced to turn in & set up weather main rigging. 10 A. M. saw a brig off weather beam. 4 P. M. spoke Gay Head, & had a short yarn. Gave news bore topsail inhauls 7.2.8.

16th.— Fine. Strong breeze S. E. heading E. by N. We started on a race with the Gay Head at 7 o'clock last night, both ships bound to Woodlark island. She went out of sight off our lee quarter from the mast head at 5 o'clock:— just 23 hours. The Gay Head is a New Bedford clipper, and her forte is in a strong breeze. We were not worked up to-day on account of the heavy press of sail we carried, and being hooked up on a taught bowline, our decks were nearly flooded with water. Came down to reefed topsails at sunset. Very strong breeze. 7.55.153.04

Oct. 17th.— Fine. Fresh breeze, from S. E. At sunrise this morning we found the Gay Head about nine miles astern. She had carried a press of sail during the night while we were under reefed topsails with our mainsail furled. We shook the reefs out and set the mainsail, and began to walk away from him. On seeing

this the Gay Head was kept a hard full; not keeping as nigh the wind as the Sea Shell by over a point. The consequence was that she went faster ahead than us, but went to leeward two foot to our one, and at sunset was hull down off our lee beam. We hear in the eyes of nautical men beaten her worse than we did yesterday. Sunset, shortened sail 8.22 S., 153.24 E.
Oct. 18th.—Fine. Wind S.E. fresh. Sunrise. The Gay Head had carried sail through the night, and we found her about 10 miles off square in our wake. But the race was nearly up. At 6 o'clock Woodlark island hove in sight two points off our lee bow. We kept off and ran down the land all day under reefed topsails & courses. The Gay Head followed with every thing out, but could not gain a hair on us all day. Sunset—hauled up on the wind and stood off shore. 9.09 S., 152.30 E.
Oct. 19th.—Cloudy. Strong breeze, S.E. Cruising off the land. Saw nothing.
Oct. 20th.—Thick weather. Rain all day. This afternoon all of us went aft in a body and asked the old man to restore to us our watch below. He had intimated in the morning that if we came and had a talk with him all would come out right. The first words he uttered after our spokesman had addressed him

wise, "Tell me who struck the pig." We were about to go forward again when he said "If I was to give you your watch below you would go off and say you got the weather gage of the old b——." We told him that we understood he would let us go below if we came aft and talked the matter over. That we had come, and asked him civilly and respectfully to grant our desire. He immediately told the mate to send the watch below. Thus ended for the present the famous pig affair in which the officers made fools of themselves and we lost 14 watches below, but gained the victory. 4 P. M. wet hold, and in doing so wet ourselves to the skin. Rained all night.

Oct. 21st.— Cloudy with rain. Wind S.E. Off Woodlark island. 10 A. M. kept off W. by N. Passed three small islands during the day.

Oct. 22d.— Rainy, & squally. Off Cape Dennis.

Oct. 23d.— Off Cape Dennis. Squally & rainy all day Broke out beef. About 3 P. M. raised a large

sperm whale about a mile off the lee beam. We expected that this fellow would play the same trick on us the last one did, and calculated at the next rising he would be to windward of the ship. The boats were lowered and pulled to windward. In about half an hour he came up between the ship and the boats. He had crossed the ship's wake while down and was gallied. He soon weathered the boats and took a bee line dead to windward. We chased him till sunset and gave it up. The old man and the officers had a flare up as soon as the boats were hoisted. Worked up towards the land through the night.

Oct. 24th.— Rained hard all day. Wind S. E.

Oct. 25th.— Cloudy. Off Cape Dennis. 1 P. M. rain. Frequent squalls with rain through the night.

Oct. 26th.— Rainy and squally. Wind E. S. E. Cape Dennis in sight.

Oct. 27th.— Fine. Wind E. S. E. Off Cape Dennis. A few rain squalls. 4 P. M. wet hold.

Oct. 28th.— Sunday. Cloudy. Wind S. E. 3 A. M. spoke the ship Eliza Swift, Capt. Chase, of N. B., 11 mos.

out with 250 sperm. 7 A. M. saw a sail off weather bow. Cape Dennis in sight. After dinner ran down and gammed with the E. Swift.

Oct. 29th.—Fine. Wind S. E. Mending foresail. 9 A. M. raised the Swift 4 pts off lee bow, standing towards us. Noon Cape Dennis ahead. Rainy and squally all night.

Oct. 30th.—Cloudy. Strong breeze. Sunrise saw a strange sail off weather beam. At 4 P. M. she was off the lee beam. She showed American colors. Saw the Swift to windward of her.

Oct. 31st.—Fine weather. Fresh breeze—S. S. E. 10 A. M. land off weather bow. Capped off starb. main rigging.

Nov. 1st.—Fine. Fresh breeze, S. S. E. Sail off lee bow. Spoke her at 4 P. M. It was the Gay Head. They had seen nothing, and would soon leave for home via New-Zealand.

Nov. 2d.—Fine. Wind S. E. fresh. 7 A. M. kept off N. N. E., for Bonka Bay. Rattling down starb. main rigging. Broke out beef & pork.

Nov. 3d.—Fine. Fresh breeze, S. E. Course N. by E. 2 P.M. raised Bonka islands two pts off weather bow: 4 P.M. Mt. wet hold. Lay off and on through the night. Fresh breeze.

Nov. 4th.—Fine. Fresh breeze from S. S. W. Noon: off the south side of Bonka. Sunset cloudy; little rain.

Nov. 5th.—Fine. Wind S. & W. Cruising in Bonka Bay. Mending main topgallant sail. At 2 o'clock, an accident occurred, placing in jeopardy the lives of three of the crew. The topgallant sail had been sent up, and while bending it to the yard the strop connecting the lifts, which passes around the head of the mast, parted and the yard was turned a-cockbill in an instant. Three men were on the weather yard arm at the time, but neither of them were thrown off. The end of the gallant yard hetched up against the topsail yard, giving them a chance to get off. Such an occurrence could not take place again but in nine cases out of ten some if not all on the yard would come down on deck. The cause of the accident is to be laid to the 2d mate in overlooking such an important piece of rigging. Capt. Eb. gave him a sound rating.

for his negligence, before the whole crew. The yard sent down to be refitted.

Nov. 6th.—Fine. Cruising in Bouken Bay. Light breeze. Refitted gallant yard and sent it up at 11 o'clock. Afternoon—set up starboard mizzen rigging & martingale. Starb. watch all day on deck. Sunset kept off E. by S. bound to New Zealand.

Nov. 7th.—Cloudy. Wind light S. & W. Course E. by S. Land off weather quarter. Mended fore topsail on the yard. At work on rigging fore and aft. Set up jib guys Lard. side. Lat. 5.37 S., Long. 155.42 E.

Nov. 8th.—Fine. Wind S. E. light. Course E. by N. Took foot ropes off main topsail yard and refitted them. & set up fore stay. 4 P. M. Land off lee beam. Sunset—course E. Lat. 5.15 S., Long. 156.43 E.

Nov. 9th.—Tacked at 4 A. M. heading S. E. Sunrise—fine; wind light, E. & E. Down fore topgallant sail to mend. Took foot ropes off main yard to refit. Sent down fore topgallant yard to

fit the rigging. 4 P. M. reeved fore ropes on main yard. Crossed fore Topgallant yard. Sunset. wind East. Lat. 5.21 S., long. 157.37 E.

Nov. 10th.—Cloudy. Wind E. Close-hauled. Mending fore topgallant sail. 10 A. M. rain 4 P. M. commenced to wet hold but knocked off soon after, the hose leaking badly. Mended hose. Lat. 5.34 S. long. 158.01 E.

Nov. 11th.—Sunday. Fine. Wind N. E. Course E. by S. 4 P. M. made another unsuccessful attempt to wet the oil in the hold; the hose leaked worse than before. Rain part of the night. Lat. 5.47 S., long. 158.32 E.

Nov. 12th.—Fine. Light airs from E. & S. Course E. by S. Mending fore topgallant sail. Bent it after dinner. Lat. 6.11 S., long. 159.06 E.

Nov. 13th.—Wind N. E. Course E. by S. Fine weather Broke out four casks water from stbd side of main hatch. Broke out cask molasses & barrell of beef. No obs.

Nov. 14th.—Cloudy. Wind N. & E. Course E. by S. Making scrub brooms. Wet hold. No obs.

Nov. 15th.—Fine. Wind S. E. Course E. Sunset=

wind S. S. E. Lat. 5.57 S., long. 162.32 E.

Nov. 16th.— Fine. Wind S. Close-hauled. Set up main topmast & topgallant stays. Painting & caulking. Lat. 5.34 S., long. 164.12 E.

Nov. 17th.— Fine. Wind S. & E. Close hauled. Painting & caulking. Tacked ship. Lat. 6.12 S., 166.06 E.

Nov. 18th.— Sunday. Cloudy. Wind E. & S. Course S. by E. Lat. 7.47 S. long. 165.21 E.

Nov. 19th.— Cloudy. Squally. Wind S. & E. Course S by E. Rove new main topgallant braces.

No obs.

Nov. 20th.— Rainy. Wind N. N. E. Course S. by E. Rigged new spanker runns. Heavy rain all night. No obs.

Nov. 21st.— Cloudy. Rainy. Wind N. E. Course S. by E. & S. Tacked, Heading course. Strong breeze. Rigged. Lat. 13.30 S., long. 164.21 E.

Nov. 22d.— Wind E. fresh. Cloudy. Course S. Rigged. Lat. 15.54 S. long. 163.03 E.

23d.— Cloudy. Strong breeze. Rigged. Weather Broke out cask of bread. Lat. 18.17 S., long. 162.34 E.

moderated towards night.

Nov. 24th.—Fine weather. Fresh breeze S. S. E. Close hauled. Painting, caulking, &c. Broke out beef & pork. Lat. 19. 51 S., Long. 161. 32 E. Sunset, heading S. by W. Shoals ahead. Tacked heading N. E. by E.

Nov. 25th.—Sunday. 2 A. M. tacked, heading S. 1/2 W. Sunrise, fine weather. Wind fresh; E. S. E. Lat. 20. 40 Long. 161. 23 E.

Nov. 26th.—Fine weather. Strong breeze, E. S. E., heading S. Rigged. Scraped & varnished spare topgallant & royal masts, & topmast studding sail booms. Lat. 21. 4, X S., Long. 160. 37 E.

Nov. 27th.—Fine weather. Fresh breeze E. Heading S. by E. Lat 23. 20 S., Long. 160. 18 E. Set up lark. main topmast & topgallant backstays, & topgallant fore and aft stay. P. Painting rail & bulwarks. Bove new jib downhaul. 10 A. M. reef ahead; tacked heading N. N. E. Tacked morning watch. 25. 08 S. 154. 54 E.

29th.—Fine. Light breeze, E. heading S. E. Painting lower masts, & fair. sheer, bulwarks,

P.—28th.

&c. 1½ P. M. raised a lone sperm whale bound to the N. & W. Lowered and gave chase. The mate struck him, and we hauled him alongside by sunset. Lat. 25.42 S., long.

Nov. 30. — Fine. Got every thing but head in before dinner. After dinner started the works and commenced trying out.

Lat. 25.35 S., Long. 159.42 E.

Dec. 1st. — Fine. Trying out. Hooked on to head and got it in. Baled the case. Found the shank of the bomb lance we fired into him in the bunch of his neck.

No obs.

Dec. 2. — Fine. Trying out. Sunset, hazy swell raising. Looks like bad weather.

Lat. 24.58 S., long. 159.26 E.

Dec. 3. — Hazy. Strong breeze. Trying out. Rain through the afternoon. Put 14 casks of oil between decks. Finished trying out at 6 P. M.

Dec. 4. — Double reef tops'l breeze.

Coopering oil. Broke out after hold and got up tackles, ready for stowing. Lat. 22.24 S., Long. 158.24 E.

Dec. 5.— Double reef topsail breeze. Broke out after hold and stowed down 80 bbls. of oil. At sunset, while eating supper, the mate came to the scuttle and sang out for all hands to stand by for stays. Went on deck and found ourselves on soundings with the bottom in plain sight. Tacked ship. Lat. 22.16 S.

Dec. 6.— Fine. Fresh breeze, E. S. E. heading S. Made sail. Finished stowing oil. The whale stowed down 104 bbls.,—the largest whale we have taken this voyage. Wet hold. Washed off the decks. 7 P. M. set sea watches. Lat. 22.48 S. Long. 157.22 E.

Dec. 7.—Fine. Fresh breeze, E. S. E., heading S. Coopering empty casks. Rove the main lifts. Lat. 25.36 S. Long. 157.06 E.

Dec. 8.—Fine. Fresh breeze E. S. E. heading S. Washoff paint work with Capt. All day job. Lat. 27.10 S. Long. 157.24 E.

Dec. 9.—Sunday. Fresh breeze, E. He eating

S. S. E. 48 hours sail from Sydney, N. S. W. 28.59.- 157.37.-

Dec. 10th.- Fine. Light breeze E. Heading S. E. by S. Sunrise, saw an island right ahead, about forty miles off.- Unshipped the forward waist boat davit and put in another. Noon, made out the land to be Lord Howe's island. It was full 50 miles off when sunset this morning. Sunset, the island bay four points off weather bow about 20 miles off. Lat. 31.01 S. long. 158. 46 E.

Dec. 11.- Cloudy. Fresh breeze, E. N. E., heading close to the wind, working up to the land. 6 et. sail off lee beam. Lat. 31.19 S. Long. 158.54 E.

Dec. 12th.- Fine. Light breeze from the E. Sunrise two sail in sight to leeward. An English brig off weather quarter. Hove to under the lee of Lord Howe's island, about five miles from the shore. After breakfast we lowered away the starb. and waist boats. The former took the captain ashore to get recruits for the ship, while the 2d mate took charge of the latter and pulled

out to the weather end of the island to fish.
In taking the captain ashore we pulled in close to the highest portion of the island, where the mountain rises almost perpendicular to the height of 4,060 feet, according to a survey recently held here by the English government. Capt. M. succeeded in buying 3/4th of a ton of potatoes and 200 lbs. of onions, which we got off during the day. Capt. M. made arrangements with the man that let him have the potatoes, to take our kanaka boy to live with him. The boy was taken sick last season off Japan and has not been well since. He is a sheer wreck of the lively lad we took from Drummond's island, and could not possibly survive the stormy passage of Cape Horn.
Our 2d officer returned to the ship about 2 P. M. with about 200 lbs. of good fresh fish. He afterwards boarded the Englishman, who was laying a short distance off, with his main topsail aback. Her name was the Hebe, (her looks greatly belied her.)

Capt. Blake, 12 weeks from Sydney, clear. Got a few late Sydney papers, and heard of the death of the Emperor Nicholas, Set boat's watches.

Dec. 13th.— Fine. Light breeze from the East. Saw the brig to windward. Ran up to the wind, lowered the waist boat, and the old man & the boy Hope ashore. Lat. 31.14 S.

Dec. 14.— Fine. Light breeze from E. Close hauled heading S. E. by S. Mending old topsail. 9 A. M. raised a merchant barque two points off weather bow steering to the S. & W. After dinner she was about four miles to windward of us, and the old man sent the mate aboard in the Lark. boat to get some papers. It was the English barque Frances, of Port Philip, from San Francisco, with 80 passengers, bound to Sydney, and was ninety days out.

Dec. 15th.— Fine. Wind E. N. E. Steering S. S. E. Mending old topsail. 4 P. M. unbent fore topsail and sent up the old one. Wet hold. Lat. 33. 37 S, 159. 22 E.

Dec. 16th.— Fine. Wind light, E. N. E. 7 A. M. sail four points off weather bow. Course S. 7 1/2 Lubber

up on a taught bowline, heading S.E. Raised a ship off weather bow trying out. The first sail proved to be an English merchant barque on a bowline, bound probably from Sydney to New Zealand. We exchanged signals with her, when she was off our weather beam about five miles, but could not make him out. When he was square abeam of us he tacked and was evidently bent on a race. We did not start tack or sheet till 4 P.M. when the Englishman's topsails were just visible, off deck, on our lee quarter. At 5 o'clock we tacked, leaving the English ship three points forward of our lee beam. about ten miles off. Sunset, shortened sail.

Lat. 31.28.S. Long. 169.09 E.

Dec 17th.— Hazy. Strong breeze from N. Reefed topsails. Ship to windward trying out. 34.57 S.

Dec. 18th.— Double reefed topsail breeze from N. Rugged. 4 P.M. spoke the Ocean. She had 1800 bls. 35.28 S. 161.26 E.

Dec 19th.— Blowing a heavy gale from the N. & E. Laying to under close-reefed main topsail.

No obs.

Dec 20th.— Clear weather. Strong reefed topsail breeze from W. Reefed topsails out. Sail off the

lee bow. Very rugged. Lat. 35.24 S. long. 162.00 E.

Dec. 21st. Hazy. Light breeze N.E. Very heavy swell on. 8 A.M. passed an English whaling brig. Raised a ship two points off the lee bow. Noon, strong breeze; signs of a gale. 2 P.M. spoke the ship Edward Carey of Nantucket, Capt. Winslow, 19 mos. out with 600 bls. sperm. Capt. Martin went aboard to Capt. W. & Mrs. W. The wind increased gradually till supper-time, when it was blowing a gale of wind, rendering it impossible for us to return to our own ship. Sail after sail came in aboard the Carey till she showed nothing but a fore and main spencer. The Sea Shell lay about two miles off under a close-reefed main topsail. No obs.

Dec. 22d. Strong breeze from the S. Moderated at noon. We left the Carey after dinner and came aboard our own ship. We got some boxes of soap and a box of tobacco of them. 4 P.M. set hold. No obs.

Dec. 23d. Cloudy. Strong breeze, S.S.W. Standing W. by S. Passed two ships to windward, on the other tack. One looked like the Gay Head. Lat. 33.51 S. long. 160.31 E.

Dec. 24th.— Fine. Wind E. Heading N. E. by N. Sail off weather bow, on the other tack heading to the S. & W. Noon, tacked heading to the S. and W. Calm. Lat. 33.56 S., lon. 161.51 E.

Dec. 25th.— Fresh breeze, E. S. E., heading S. by W. Sail off weather beam. Sunset tacked heading N. E. Lat. 34.25 S. lon. 160.17 E.

Dec. 26th.— Fine, Fresh breeze S. E., heading N. E. by E. Sail off weather quarter. Lat. 34.37, S. lon. 161.01 E.

Dec. 27th.— Cloudy. Strong breeze, E. S. E. Heading N. E. Noon, tacked heading S. E. by S. Lat. 33.30, lon. 162.06

Dec. 28th.— Cloudy. Strong breeze, E. N. E. Heading S. E. Hove nee main topgallant clewlines. Very rugged. Sunset tacked. Lat. 34.26 S. lon. 162.31 E.

Dec. 29th.— Cloudy. Strong breeze. E. N. E., heading N. by W. Very rugged. 2 P. M. rain. Sunset blowing a gale from the N. & E. Close-reefed the main topsail. Lay to with head to the E. & S. Noon.

Dec. 30th.— Cloudy. Wind N. N. E. Moderated. Made sail heading to the Eastward. Close-headed. Considerable rain fell through the night. Lat. 34.24 S. lon. 163. 38 E.

Dec. 31st.— Calm at daybreak. Thick fog. Wet holds — after breakfast. Noon, light breeze from the S. W. — The unusual amount of bad weather we have — had this season has set nearly all hands to "scrim- — shoning" which was carried on so extensively last sea- — son on Japan. The teeth of the last whale we took — has furnished plenty of material, and the young — ladies at home will have a large supply of jagging — knives to make their pies, &c., while we shall probably — have the satisfaction of eating some of them. —

At 4 P. M. the wind hauled to the S. & E. It rained — furiously nearly all night. We furled everything — but a close-reefed main topsail & fore topmast — staysail. I had the middle watch on deck, from — 10 till 2, a. m. with my watch-mates ushered out the — old year and the new one in amidst a doleful — howling of the elements. Just as the man at the — wheel sang out "eight bells," while we were grouped — together in the waist, we received a New Year's — present in the shape of a tremendous sea that — boarded us to windward drenching us to the —

skin. No obs.

Three years out with 1100 barrels.

1856.

Jan. 1st.— Cloudy & rainy. Strong breeze from S. E. No obs.

Jan. 2d.— Fine. Strong breeze from E. Close-hauled, heading N. by E. Lat. 32. 37 S. Long. 165. 05 E.

Jan. 3d.— Fine. Strong breeze from the Eastward. Close-hauled, heading N. N. E. Bound to the "Three Kings." Sunrise, saw a barque 12 miles off the weather beam, close-hauled with her starboard tacks aboard. 10 A. M. tacked heading S. E. by S. Passed the stranger at 11 A. M. He showed English colors. Lat. 33.26 S. Lon. 165. 46 E.

Jan. 4th.— Fine. Fresh breeze. 1 A. M. passed a stranger about a mile off. Could not make him out. Sunrise, fresh breeze. 6. A. M. Saw the stranger astern. on the other tack. Tacked, heading N. by E.

2 P. M. sail off la beam. Lat. 33.36 S. Long. 165.58 E.

Jan. 5th.— Fine. Strong breeze E. S. E. Close-hauled heading N. E. & P. M. wet holds. Lat. 32.41 S. Long. 167.02

Jan. 6th.— Sunday. Fine. Strong breeze S. S. E. Close-hauled heading E. by N. Sunset, wind S. S. E. double-reefed topsail breeze, course E. S. E. Lat. 32.15 S. Lon. 168.16 E.

Jan. 7th.— Clear. Blowing a gale. Run the S. Laying to, with reefed main topsail and foresail out. Sunset, moderated. Lat. 32.35 S. Long. 169.67 E.

Jan. 8th.— Fresh breeze from the S. E. Clear weather. Made sail. Heading E. N. E. Lat. 32.27 S. Long. 171.12 E.

Jan. 9th.— Fine. Wind S. S. E. light. Sunrise saw a strange sail off the weather beam about 10 miles. Made sail heading E. by N. 7 A. M. tacked heading E. W. by S. Broke out beef. Painted planksheer. Light airs and calm through the night. Lat. 32.09 S. Long. 172.14 E.

Jan. 10th.— Light airs from the West. Cloudy. Course South. Painting. 6 1/2 A. M. the 2d mate lowered his boat and struck a sun-fish weighing about 200 lbs. and brought him to the ship. The oil obtained from the liver of this fish is said by some to be

a sovereign cure for rheumatism, and it was its test its virtue that we got this one, as our carpenter has been laid up for the last four months with that complaint. We saw another one about 4 o'clock and served him in the same way as the first. Lat. 32.44 S., Long. 172.19 E.

Jan. 11th. — Fine. Wind light, N. W. Course S. by W. Sunrise saw the Three Kings four points off lee bow. A brig & two ships off lee quarter. Painted the mizzen mast. In the afternoon spoke the ships Gen. Pike, of Ct. B. and American, of Edgartown, both from the Ochotsk Sea. The former is 25 mos. out with 1300 wh. and the latter 26 mos. out 850 whale. No obs.

Jan. 12th. Cloudy & Squally. Strong breeze N. N. E. Three Kings off lee beam. Sail off lee quarter. Saw a schooner off lee quarter. 7 A. M. wore ship heading W. N. W. Burgett. Sunset blowing a gale from the N. & E. Lay to under a close reefed main topsail and main & fore topmast staysail. No obs.

Jan. 13th. — Moderated. Daylight. — Saw the vessel

two points off the weather bow. Wore ship. Sun-
rise made sail. Wind N. W. heading N. E. by E.
Saw the American ten miles to windward of us
close hauled on the larb. tack. Noon squared
away steering E. N. E. 2 P. M. course E. E. by S. bound
to the Bay of Islands. Sunset, passed the north
cape of New Zealand. Lat. 33.46 S. Long. 173.15 E.
Jan. 14th.- Fine. Close in to the land. Wet holes
Roused up the cables. Got the anchors off the
bow. Took a pilot, and at noon came to anchor
in the harbor of Koradika, in three fathoms
of water. We found here the American whale
ships Gay Head, California, Montreal, Mary,
Fabius, Jno. Howland, Gideon Howland, Newton,
Bart. Gosnold, one French whaler, an American
merchant ship, the America, and others, am-
mounting in all to fifteen sail. Sent down
and stripped the fore yard.
Jan. 15th.- Very warm. Unbent all the sails
and let them hang by the head earings.

Scrubbed the outside of the ship. Painted aft
from the trucks to the tops. The carpenter was
discharged this morning and left on the
hands of the U. S. Consul.

Jan. 16th. — Calm & warm. After breakfast sent two
boats to Man-of-war bay to get a spar to make a
new fore yard. On our arrival we found that
we could not get one for six days. We came back
and got a spare topmast from the Isaac Newton
which answered our purpose. Painting ship.

Jan. 17th. — Light breeze. Warm. The iron steamship
Wanaga-Wanaga arrived to-day from Auckland.
Hove up the anchor and hauled out into the stream
Making a new fore yard. Painting ship. Two top-
sail schooners arrived to-day. Starb. watch ashore
on liberty. The steamship sailed at 6 P. M. The
barque Friend, of New London, arrived at sunset.

Jan. 18th. — Light wind. Warm. To work on fore yard.
Larb. watch ashore. Sawed up the old fore yard.
Painting & coal turning. Bent the topgallant sails.

Jan. 19th. — Sunday. Warm. Light breeze. Starboard

watch ashore. Our watch, headed by the 2d mate, took a boat and visited the barracks, distant about two miles from Kornshka, where we were cordially received and entertained the entire day. The barracks in which they are quartered are the property of a yankee, and are hired by the English government. The detachment stationed here are part of the 65th regiment. They are only eight months from England, and are a fine looking set of young men.

Jan. 20th.— Strong breeze. Cool. Larb. watch ashore. Sent a raft of 10 casks ashore to fill with water. To work on the fore yard.

Jan. 21st.— Fine weather. Sent up the fore yard. Bent the topsails & mainsail. The 2d mate and a boat's crew went to Cape Brun on a fishing excursion. The ship Mary and barque Jos. Butler went to sea to-day. Sold two casks of bread.

Jan. 22d.— Fine. Filling water. A sloop hauled alongside of us with potatoes & onions. Sold slops to the French ship. The American whale ships Mohawk, Cornelia, and ~~Com. Morris~~ Wm. Worth, arrived

to-day. Got of a raft of water.

Jan. 23d.- Fresh breeze. Stowing water. The Capt. shipped two men that had left the Mary the night before she sailed and were stowed away aboard of us. Bought 2 lbs. pork and 3 of flour. Sent 8 empty casks ashore. Brought off a boat load of wood and a buy of sugar. The ship Montreal sailed. Painted fore yard. Filling water ashore.

Jan. 24th.- Cloudy. Cool. Got off raft of water. Stowed water and wood. Finished painting. Ship Com. Morris arrived.

Jan. 25th.- Fresh breeze. Got under way and sailed after dinner. Passed a barque bound in. Saw the barque Andrews laying off and on.

Jan. 26th.- Fine. Strong breeze from the Westward. Course E. N. E. Wet hold. Broke out slops. 2 P. M. course N. E. by E. One of the crew of the ship American, that had been discharged in port, made his appearance on deck to-day. He had come aboard with some of our crew the night before we sailed, intending to go home with us without asking the captain's

permission. The old man swore the crew should pay his expenses home; afterwards that he would put him ashore at Sunday island, and finally concluded that he would let him work his passage home.

Jan. 27th.— Fine. Strong breeze, W. Course N.E. Broke out beef. 8 A.M. raised whales ahead going to leeward. We lowered away and the mate soon struck a large whale. Both of the other boats got fast without diffiencltty, and at 11 o'clock we had him alongside. We got his body cut in by sunset. Shortened sail and started the try works. Sat.

Jan. 28th.— Strong breeze. Rugged. Trying out. Afternoon moderated. Hove in the junk and coc.

Jan. 29th.— Strong breeze. Rugged. Bailed the coc. Trying out. Noon blowing hard. Wore ship. Finished trying the body. Commenced on the head. Rained.

Jan. 30th.— Strong breze. Rained. Trying out. Noon, fine weather. Finished trying out.

Jan. 31st.— Pleasant. Light wind. Made sail, steer-

ing N. N. W. Raised a sail ahead. It was the ship Wm. C. Nye, of New Bedford, Capt. Soule, 16 mos. out, lately from the N. W. Coast, with 800 whale & 400 sperm. They had taken an 80 bl. sperm whale & days ago.

Feb. 1st.— Fine. Light Wind, heading N. E. by E. Stowed 80 barrels of oil in fore hold. Set a new boat on the starb. cranes. Took the old one on deck to repair.

Feb. 2d.— Fine. Light wind, heading N. E. Washed ship. Cheering starb. boat. Sail off lee bow. Raised French Rock off weather bow. & P. M. tacked W. by N. Wet holds. Broke out beef. Three sails in sight at sunset.

Feb. 3d.— Fresh breeze, heading S. W. by W. Cloudy. Rain. Three ships in sight. Took one of them for an outward-bounder and sent a boat aboard for papers. She proved to be the Sunyes, of Nantucket, 2800 mos. out 300 sperm. The other two were the Nye & Massachusetts, of Nantucket, the latter bound home with 2000 whale. 5 P. M. calm. Summed with the M. & P. M. fresh breeze. Wore ship, heading W. N. W.

Feb. 4th.— Stron; breeze, heading N. W. Three sail in sight. Making scrub. chocks.

Feb. 5th.— Fine. Light breeze, W. N. W., heading N. by W. Sail in sight to leeward. Set up starb. main topmast

rigging.
Feb. 6th. — Light airs, heading E. Saw a carcass. Caulking. Struck a porpoise that went off with an iron in him and about two fathoms of the jib halyards. The old man looked wild. Sunset, saw Sunday island off weather bow.

Feb. 7th. — Fine. Wind E. N. E., heading N. Sunday island off weather beam. 8 A. M. tacked, heading S. by E. 5 P. M. raised Goat island off weather beam.
Feb. 8th. — Fine. Wind S. E. Double reefed topsail breeze. Buoyed. Sunset. Blowing a gale. Close-reefed the main topsail.
Feb. 9th. — Cloudy. Heavy swell on. Raining. 10 A. M. cleared up. Fine weather. Made sail. Wind N. W. 4 P. M. wet hold.
Feb. 10. — Fine. Wind N. N. W., close-hauled, stbd. tacks aboard. Sunrise wore ship, close-hauled. 4 P. M. raised Goat island two pts off weather bow, & Curtis's rocks two pts off lee bow. Two sail in sight.
Feb. 11. — Fine. Wind light, W. N. W. Goat island four pts off lee bow; Curtis's rocks off lee beam. Sunrise raised a ship ahead cutting in a whale. 9 A. M. discovered the ship to windward manoeuvre-

ing around whales. Got the boats ready for lowering. After dinner the whales were about an equal distance from the ship that was cutting in this morning and ourselves. Both ships lowered together. We passed their boats and came up with the boats of the ship that had raised the whales. Our starboat and the captain's boat of the strange ship had a race to see who should fasten first. We beat him and struck a cow whale accompanied by a calf. She run like a racer, and after being fast about half an hour our iron drew and we saw the whale no more. The ship we saw cutting this morning was the Harvest, of Nantucket, 30 mos. out 1800 whale 150 sperm. The other was the Hobomok, of Falmouth, oil unknown.

Came aboard and made sail, steering close-by the wind, the whales being two pts. off the weather bow.

Feb. 12th.— Fine. Wind light, N. W. Steering E. by N. Raised Sunday island three pts off the weather bow. Two sails in sight to windward. Making spun yarn. Sunset, tacked.

Feb. 13th.— Cloudy. Light breeze, S. E. Sunrise, Goat island three pts off the weather bow. Saw the Gay Head 10 miles off our weather beam. 7 A. M. passed the barque Joseph Bat-

ler, standing towards Sunday island. Broke out beef. Rove new fore braces. Rigging topmast studding sail gear.

Feb. 14th.— Fine. Fresh breeze, E. S. E. Heading N. E. Sunrise,— Sunday island three pts. off the weather bow. Saw the Jos. Butler three pts. off the lee bow. 5½ A. M. tacked heading S. by W. 8 A. M. saw a ship to windward manoeuvreing. Tacked. 10½ tacked. Noon,— ship Gay Head and a stranger to windward. Sunday island off weather quarter, Goat island a point off the lee bow. 4 P. M. gammed with the Gay Head & barque Andrews. The Gay Head last taken a 15 bl. whale since leaving port. Two deserters from the English garrison at the Bay of Islands came out in her. The barque Andrews is 2 mos. from home with 650 sperm. They reported the ship Polar Star to windward with a large sperm whale alongside.

Feb. 15th.— Light breeze, E. Heading N. E. by E. Goat island off weather beam. Barque Andrews off weather quarter. Sail off lee bow. Noon, Sunday island ahead. Tacked, heading S. S. E.

Feb. 16th.— Cloudy & rainy. Wind light, E. N. E. Steering S. 2 P. M. raised sperm whales a point off the lee bow, two miles off, going to windward. Luffed to the wind and lowered away the boats. We were down about two hours, and

seeing nothing came aboard. Shortened sail. Weather thick and rainy. Wind N.E.

Feb. 17th.— Sunday. Calm. Wet hold. 11 ot. Mo. light breeze, W.S.W., heading N.W. by N. Curtis's rocks a point off the lee bow.

Feb. 18th.— Strong breeze, S.S.E. Goat island & Curtis's rocks in sight. Rugged. 5 P.M. spoke the barque Arcushnet, of Falmouth, 500 whale.

Feb. 19th.— Fine. Strong breeze, S.S.E. heading E. Goat island in sight. Saw 11 ships. 2 P.M. spoke the barque Martha. They had taken 200 bls. since leaving Strong's island. Took her letters for home.

Feb. 20th.— Fine. Light breeze, E.S.E. Off Goat island. Four sails in sight. Noon, Sunday island two pts. off lee bow. Set up main topgallant shrouds. 4 P.M. gammed with the Martha.

Feb. 21st.— Fine. Light breze. Off Sunday island. 4 P.M. gammed with the barque Jos. Butler and ship Hope. The Butler had taken two whales since leaving port. The Hope has 2100 barrels sperm; taking 900 bls. while we have been taking 400. They are 52 mos. out, and bound home. We let them have a cask of bread.

Feb. 22d.— Cloudy. Light breze S.S.E. 8 A.M. Sunday island bearing E. about 20 m. off. Sunset saw the Hope

off our weather beam.

Feb. 23d.— Fine. Light breze, S. S. E. Sunrise— Sun-
day island bearing E. by N. about 20 miles. Made
sail heading S. by W. Noon, saw breeches off the
lee bow. Kept off for them. Saw black fish. 4 P. M.
eight sail were in sight from the mast-head. Wet hold.
Sunset— Gout island bearing E. S. E. about 20 miles. Wore
ship, heading S. E. by E.

Feb. 24th.— Cloudy. Light breze, E., heading S. by E.
Gout island off the weather quarter, Curtis's rocks
off the weather bow. Saw eight sail before break-
fast. 2 P. M. gammed with the Harvest. 3 P. M. spoke
the barque Roseve, 27 mos. out 1400 whale, & 60 sperm.
On the night of Jan. 22d they had experienced
a severe hurricane off Whytootucke, carrying
away their fore and main topmasts, mizzen top-
gallant mast, & flying jib-boom. 4 P. M. spoke
the Martha. Sunset wore ship, heading N.

Feb. 25.— Cloudy. Fresh breze, N. E. heading N. N.
W. Curtis's rocks off weather beam. 7½ A. M. tacked
steering N. E., bound home. Rove new main top-
sail earings, and various other running rig-
ging. Bent new ~~main~~ fore. topsail and main top-

gallant sail. Sent the old main topgallant sail up forward. Off French rock. Sunset, shortened sail.

Feb. 26 – Beautiful weather. Wind S. S. E. light. Heading S. W. French rock off lee quarter. Sail off the weather bow. Rigging studding sail gear. Sewed two sails about. Sent fore topmast studding-booms aloft. Took the starb. boat off the cranes and put out an oar. Sunset, saw two sail off the lee bow. One was the Martha. Lat. Long.

Feb. 27th. – Fine. Wind S. E., heading S. S. W. Strong breeze. Fitted a topmast studding sail. Rove new topgallant sheets. 7 P. M. set sea watches. Bound off in earnest. Lat. 32.30 S., Long. 178.40 E.

Feb. 28th. – Fine. Strong breeze from the E. S. E., heading S. S. E. Carrying topsails, course, jib and spanker. Course S. E. Sunset wind E. Lat. 35.06 Lon. 178.53 E.

Feb. 29th. – Light breeze from the Eastward. Fine weather. All sail out. Course S. E. 4 P. M. set fore topmast studding sail. Wind N. E. Lat. 37.04 S., Long. 179.37 E.

March 1st. – Fine. Light breeze N. E. 11 A. M. saw sperm whales off the lee bow, two miles off. Lowered and gave chase. The 2d mate got fast to a

hundred barrel whale. The iron drew a few minutes afterwards. We chased them till sunset and came aboard. Calm. No obs.

March 2d.—Cloudy. Sunrise Strong breeze S.S.E. reefed topsails. Took the waist boat on deck and lashed it secure over the try-works. Course S.½E. Lat. No obs. long.

March 3d.—Fine. Fresh breeze S.S.E. Course S½E. Noon, all sail out. Squally and rainy during the night. Lat. 39.27 S., long. 174.09 E.

March 4th.—Fine. Fresh breeze, S.S.E. Course S.½E. 10 A.M. calm, Lat. 39.39 S., long. 173.16

March 5th.—Calm and light airs from the S.W. Course E.S.E. Set up fore topmast backstays Calm all night. Lat. 39.43 S., long. 172.52 W.

March 6th. Fine. Light airs, S.W. Set topgallant studding at the main. Broke out water from between decks. Lat. 40.02 S. long. 172.10 W.

Mar. 7th.—Strong breeze S.S.E. Course E. by S.½S. All sail out. Rugged. 2 P.M. double reefed topsail breeze. Lat. ~~45.55~~ 40.55 S. long. 169.08 W

Mar. 8th.—Double reefed topsail breeze. S.S.W.

Course E. Rugged. Lat. 41.41 S., Long. 162.45 W.
Mar. 9th.— Fine. Strong breeze W. S. W. Course E.
Rugged. Every thing out. 10 A. M. furled fore top-
gallant sail. 7 P. M. furled mainsail. Wind W.
increasing steadily. 11½ P. M. under reefed topsails
& foresail. Lat. 42.10 S., Long. 160.41 W.
Mar. 10.— Cloudy with rain. Wind S. W. Mod-
erated. Set jib & mainsail. Course E. 5 P. M.
set main topgallant sail. Stormy & rainy through
the night. Came to in the middle watch on the
starb. tack under a close-reefed main topsail
and fore topmast staysail. Blowing a furious gale
from the S. S. W. Lat. 42.39 S. Long. 155.40 W.
Mar. 11.— Laying to. Blowing heavy. Very rugged.
Wind S. S. W. 10 A. M. furled fore topmast staysail.
7 P. M. moderated. Set close reefed fore topsail and
foresail. 10 P. M. set the mainsail. Reef out of main
topsail and set the jib in the middle watch.
Lat. 42.47 S., Long. 153.09 W.
Mar. 12. Cloudy. Strong breeze S. S. W. Course E.
5 A. M. reef out of fore topsail, set the spanker.
7 A. M. reef out main topsail, set main topgal.—

last sail. Kuyzed. 10 A. M. made all sail. Lat.
No obs. long.
March 13.— Fresh breeze N. W. Course E. ½ S. All sail
out. 10 A. M. called all hands, clewed up & clewed
down topsails, courses, topgallant sails, hauled down
topmast studding sails jibs, spanker & gaff topsail,
to repair bobstays injured in the late gale. Noon
made all sail. Sunset wind N. N. W. Lat. 43.36 S.,
long. 146.52 W.
Mar. 14.— Cloudy. Strong breeze N. N. W. Lat. 44.55 S.,
long. 141.32 W.
Mar. 15.— Cloudy. Strong breeze N. N. W. 2 P. M. furled
topgallant sails. 6 P. M. reefed topsails. Furled jibs
at 8 P. M. Furled fore topsail and mainsail in the
middle watch. Lat. 46.30 S., long. 130.12 W.
Mar. 16.— Moderate. Wind N. W. Set close reefed fore
topsail, and main topgallant sail over single reefed
topsail. Course E. by S. Noon, culm. 2 P. M. light
breeze N. Lat. long.
Mar. 17.— Cloudy. Rainy. Strong breeze N. Course E. ½ S.
Lat. Long.
Mar. 18.— Cloudy & rainy. Strong breeze N. Course E. ½ S.
Lat. long.
Mar. 19.— Cloudy & foggy. Moderate. Wind W. N. W.

Course E. Fore topmast studding sail out. Very heavy
boy with rain through the night. Lat. Long.

Mar. 20.— Cloudy, Light breeze W. N. W. Sunset, wind
W. S. W. 11 P. M. blowing a gale from the S. and E.
Hove to under a close reefed main topsail. Lat.
Long.
Mar. 21.— Blowing a gale. Rain. Moderated after
dinner. Made sail at sunset, wind S. Lat.
long.
Mar. 22.— Strong breeze S. Course E. Reefed topsails &
courses, jib & spanker out. Lat. Lon.
Mar. 23.— Fresh breeze W. Every thing out. Lat. 51.37 S.,
long. 110.17 W.
Mar. 24.— Cloudy. Light breeze W. S. W. All sail out. Lat.
52.36 S., long. 105.55 W.
Mar. 25.— Fine. Light breeze W. Course E. Lat. 53.08 S.
long. 103.07 W.
Mar. 26.— Fine. Light breeze W. Course E. ½ N. At 9 o'clock this
evening the man on the lookout cried out Land ho! three
points off the lee bow. All hands jumped up from
below, fore and aft, as we were certain that we were
nearly 1000 miles from any known land. We hauled

down the topmast studding sail, and braced up sharp on the wind with the larboard tacks aboard. There lay the supposed land on our lee bow, towering up like a huge mountain, about twice the size off French Rock, off the coast of New Zealand. Presently the full moon burst from beneath a cloud, displaying to our astonished gaze a glittering iceberg, shining like a vast mountain of silver. I had heard of the enormous size they sometimes attained, but had no idea they were as large as this. I should judge it was about eight miles in circumference, and full five hundred feet high. It was a sight well worth seeing. We gave it a good berth, doubled the lookout, and kept off on our course, E. by N. Lat. 53.23 S. long. 100.03 W.

Mar. 27.- Beautiful weather. Wind W. Course E. by N. Very light breeze. Lat. 52.03 S., long.

Mar. 28.- Cloudy. Strong breeze, N.N.E. Course E. by N. Rain all night. Carried sail hard. Lat. 52.36 S., long.

Mar. 29.- Cloudy & rainy. Ref topsail breeze, N. Sunset, moderated. Foggy. Made no more sail. Lat.

No obs. long.

Mar. 30.— Fine. Light breeze W. N. W. Made all sail.
Noon wind N. Lat. 55.38 S., long. 2 P. M.
wind N. W. 5 P. M. passed a French ship of about
800 tons, under close-reefed topsails, close hauled with
her starb. tacks aboard. She showed a white burgee,
with a blue triangular spot in the after end, under
the French ensign. Wind increased during the
night. Shortened sail. Lat. lon.
Mar. 31.— Cloudy. Wind N. W. Moderated. Made sail.
Noon course E. N. E. 2 P. M. course N. E. by N. Lat. 57.37 S,
long. 73 W.

April 1st.— Clear. Double reef topsail breeze, W. Noon, moderated. Made sail. Lat. 57.20 S. Course N. E. by E. 5 P. M. saw two large ships off our lee bow under double reefed topsails, close hauled on the starb. tack. Cape Horn bearing N. E. by N. 150 miles. ~~Lat.~~ long. 74. 51 W. long.

April 2d.— Clear. Strong breeze N. W. Course N. N. E. 10 A. M. raised Cape Horn 4 points off the weather bow about 20 miles off. Saw a schooner off the lee bow. Wind hauled ahead. Shortened sail. Blowed hard through the night. Wind hauled in the middle watch

so we could lay our course. Lat. 56.32 S.
long. 65.24 W.
April 3d.— Fine. Light breeze S. W. Course N. E. by N.
Made all sail. Broke out beef. Soon saw Staten Land
off the lee bow. Lat. 56.39 S. Calm through the afternoon
and night. Wetkold. Lat. long. 63.10 W.
April 4— Light breeze, S. & W. Fine. Raised a sail 4
pts. off weather bow. All sail out. Lat. 55.21. S. Gaining
fast on the strunger. At 6 P. M. he was off our beam
so that we could read his name on his quarter. It was
the Anglo Saxon. We run the stars up to our mizzen
peak, which he answered by showing the English flag.
Long. 61.46 W.
April 5th.— Fine. Fresh breeze N. W. Course N. E. Could
just see the Englishman out of the mizzen top, hull
down off the weather quarter. Lat. No obs. long.
April 6th.— Fine. Light breeze S. W. Course N. N. E. All
sail out. Night strong breeze. Lat. 52.10 S. long. 52.32 W.
April 7th.— Squally. Wind W. Course N. by E. Snow and
hail. Lat. 50.06 S. long. 50.49 W.
April 8.— Fine. Strong breeze W. S. W. All sail out. Lat. 47.
20 S. long. 48.44 W. Sunset— wind W. N. W. Took in
main. topgallant studding sails.

April 9th.— Strong breeze W. N. W. Course E. by N. All sail out. Lat. 24.04 S. Lon. 26.23 W.

April 10th.— Wind W. Rainy. Reefed topsails and foresail. At 9 A. M. set mainsail. 11 A. M. furled mainsail, and set main staysail. Fine. Sunset moderated. Made sail. Lat. 21.16 S. long. 24.32 W.

April 11th.— Fine. Strong breeze, W. N. W. Course E. by N. Lat. 38.14 S., long. 22.30 W. Light breeze all night.

April 12th.— Cloudy. Strong breeze N. N. E. Lat. 36.50 S., long. 40.54 W. Shortened sail. Head wind all day.

April 13th.— Strong breeze W. Course N. Fine weather. Lat. 35. long. 40.29 W.

April 14th.— Fine. Light breeze E. 11/2 A. M. raised a large sperm whale close to the ship. Called all hands and lowered away the boats. In a short time the waist boat got fast. We soon rolled him fin out. We got him alongside and got everything ready to cut him in. Lat. 32.29 S. long.

April 15th.— Cloudy. Very rugged. Wind N. Strong breeze. Commenced to cut the whale, but it was too rugged to do any thing. While eating breakfast the fluke chain parted and the whale set adrift. All hands rushed on deck to save him. After a great deal of trouble we got fast to him and rove four whale lines through his flukes and paid one hundred fathoms

of it and made fast. Sunset- moderated. Hauled the whale alongside and got another fluke chain on him. He was commencing to swell and we began to think we should lose him before we got any good weather.

April 16th.- Bad weather. Wind N. About 3 o'clock this morning the whale burst alongside. Gave up all hope of saving him. Weather moderated after breakfast. Hooked on and commenced to cut his body. Noon, fine weather. Sunset- body all in. Left the head alongside. Started the try works.

April 17th.- Rugged. Strong breeze N. W. All sail furled but foresail. About 10 A. M., just as we had furled the fore sail, and before we had got off the yard a whirlwind struck us that nearly throwed the ship on her beam ends, It was with difficulty we could keep from being blown off the yard. It lasted but a few minutes, but I never saw it blow as hard before, and never expect to again. If we had all sail out, it would have dismasted or capsized us. We hove in the whale's junk to-day, but lost the case.

April 18th.- Cloudy. Light breeze N. W. Trying out. Got the body boiled out at noon. Commenced on the head.

April 19th.— Fine. Wind light W. S. W. Course N. N. E. Finished trying out at daylight. Washed off the decks and made sail. Washed rail, bulwarks, &c. Lat. 32.40 S., long. 2, 0. 16. W.

April 20th.— Fine. Witnessed an eclipse of the moon between the hours of 3 & 5 A. M. Sunrise, light breze E. N. E. Course N. by E. Sunset cloudy. Rain all night. Long. 40.07 W. Lat. 31.55 S.

April 21st.— Fine. Strong breze. Close hauled, heading N. E. by E. Wind N. 10 A. M. passed a large merchant ship with all sail out steering to the S. & W. Lat. 31.19 S. long.

April 22d.— Fine. Fresh breze N. Course N. Lat. 30.47 S. long. 37.17 W.

April 23d.— Fine. Fresh breze N. Course N. Stowed down 8 bls. of oil. Lat. No obs. long.

April 24th.— Fine. Fresh breze N. N. W. Course N. At work on rigging. Lat. 28.50 S. long. 33.43 W.

April 25th.— Fine. Fresh breze N. N. W. Course N. At work on rigging. Lat. 27.28 S. long. 31.48 W.

April 26th.— Fine. Light breze N. N. W. Close-hauled, heading N. N. E. At work on rigging. 4 P. M. raised a sail 4 points off the weather bow. Wet hands. Passed a strange sail in the

middle watch on the other tack. Lat. 26.21 S.
long. 30.24 W.
April 27th.—Fine. Light breeze N. Course N. Close-hauled
heading N.E. by E. Sail ahead standing to the N. & E.
9 A.M. raised a sail off the weather beam. Gaining
fast on the stranger ahead. At noon he was about 1½
miles off. Lowered a boat and the mate went aboard.
It was the baryne Lucia Maria, 18 days from Montevid=
=o, with hides, bound to Salem, Mass. By invitation of
her commander Capt. M. went aboard to supper. Saw
a topsail schooner 10 miles off our lee bow, steering
to the N. & E. Lat. 25.39 S. long. 29.49 W.
April 28th.—Fine. Light breeze, N.N.W. Close hauled
Schooner eight miles off lee bow. Baryne five miles
off lee quarter. Saw a ship 12 miles off lee quarter.
At work on rigging. Lat. 24.39 S. lon. 29.39 W.
April 29th.—Light airs. Calm. Saw a stranger off weather
beam. At work on rigging. Lat. 24.23 S. lon.
April 30th.—Light breeze, S.E. Course N. At work on rigging.
Struck the S.E. trades. Noon, passed a brig steering to the
Southward, showing Dutch colors. Lat. 23.45 S. lon. 29.47 W.
May 1st.—Strong breeze E.N.E. Course N. At work on rigging.
Lat. 21.10 S long. 31 W.
May 2d.—Strong breeze E.N.E. Course N. At work on rigging

Lat. 17.51 S. long. 32 W.
May 3d. — Strong breeze, Course N. At work on rigging.
Lat. No obs. long.
May 4th. — Fresh breeze E. Course W. At work on rigging
Lat. 12.06 S. long. 33.08 W. Daylight, passed a ship bound to the S. & W. & A. M. passed a barque showing Spanish colors, steering S. & W. 3 P. M. saw a large ship to leeward steering S. Lat.
long.
May 5. — Fine. Wind light E. S.E. 5 A. M. passed an English barque steering to the S. & W. 10 A. M. sail off lee beam. Lat. 9.08 S. long. 33.14 W.
May 6. — Fine. Fresh breeze E. N. E. Course N. ½ E.
Lat. 7.16 S. long. 33.21 W.
From this time till the 23d of May we were busily engaged in fitting rigging, painting ship, below & aloft, &c., crossing the Equator on the 9th of May, in the longitude of 36° W.
May 23d. — Boarded the barque Monmouth, 18 days from Boston, bound to Brothers' islands, for guano. Light winds
Lat. 24.46 N. long. 35. W.
May 24. — Light airs from E. to S. E. Saw a brig steering to the N. & E. Lat. 26.01 S. long. 61.38 W.
May 25. — Light airs from E. to S. E. Saw a brig steering to the N. & E. Broke out a cask of oil from between decks that was leaking badly. The old man and mate had

a severe blow up during the afternoon. Lat.
Long.
May 26th.— Sunrise, fine. Light breeze S. S. E. Passed a brig bound to the westward. Raised a sail two pts off the lee bow steering to the N. & E. 2 P. M. passed a Sch'r. brig close hauled on the starb. tack. Wind S. S. W. Sunset wind hauling ahead. Lat.
Long.
May 27th.— Tacked at 5 A. M. Head wind, heading W. N. W. Saw a schooner steering to the Southward. Lat.
Long.
May 28th.— Cloudy. Light breeze S. E. Course N. W. by N. 4 P. M. saw a ship standing to the southward. Sunset, wind S. S. W. Rained hard this afternoon. Lat. Long.

May 29.— Fine. Wind S. W. Gentle breeze. Course N. N. W. 7 A. M. three ships in sight. Lat. 33.08 N. Lon. 67.
May 30.— Moderate breeze, S. W. Course N. N. W. 6 A. M. sail off weather beam. 10 A. M. hauled in standing sails, and braced the yards. Wind hauling ahead. 2 P. M. wind N. Tacked ship heading W. N. W. & P. M. saw a ship steering to the N. & E.
May 31. Fine. Wind N. N. W. Moderate breeze. Daylight, tacked heading N. E. Saw a ship close hauled on the starb. tack. showing English colors. 8 A. M. tacked heading W. by S. 1/2 S. 10 A. M. tacked heading N. by E. Lat. 35. 45 N. 4 P. M. wet hold.
June 1st.— Sunday. Light airs W. N. W. Course N. N. W.

Officers and Crew of the Barque Sea Shell, of Warr.

Wm. Martin, Master, Warren
Paul Ware, 1st mate, Warren
Geo. Davis, 2d mate, N. Bedford
Henry Baylies, 3d mate, F. River

Crew.

Franklin Luce, Cooper
Geo. Baylies, Boatsteerer, F. River
D. M. Baker, Boatsteerer, Vt.
Frank Lewis, Boatsteerer, West. Isles
Thos. Mc. Carvill, Steward, Boston
John Jacobs, St. Domingo, Cook
Thos. Denton, Carpenter, N. Y.
John A. Westcott, Blacksmith, R. I.
Jno. Bassett, N. Y. City
T. D. Hukes, Cayuga Co
A. Murgithroyd, N. Y.
Matthew Wynacop, Va.
Chas. Clinton, N. J.
Jno. Rose, Bristol R. I.
Ringsley B. Young, R. I.
Jas. Mc. Donald, N. Y.
David H. Tillson, Mass.
E. M. Mack, Boston
Geo. Whelden, Boston

Shipped at the Bay of Islands, New Zealand,-

John Malone, Pa.
Chas. Hawley, N. Y.

Alfred Burney, New York City.

Account with the ship.— Continued.

Sept. 5th.— 1 pr. Shoes, ----------
Sept. 14th.— 1 box Cigars, ---------- 5.0
Sept. 3d.— 4 jews harps, @ 4c. ---------- 1
Oct. 20th.— 1 tarpaulin hat, ---------- 3c
Nov. 23d.— 4 pr Socks,
Dec. 22d.— 5½ lbs. tobacco, @ 35c.— ---------- 1 9